

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TRAIN SERVICE
Subscription paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,242. 號二十四百二千六萬一第 日六初月四年二統宣 HONGKONG, SATURDAY, MAY 14TH, 1910. 大拜禮 號四十月五年十一百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO., LIMITED.

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
OF SHANGHAI.

DIRECTORS AND OFFICERS.
ALEXANDER MCLAREN, Esq., Chairman.
C. STEPHENS, Esq.
LEE YUNG ST, Esq.
J. H. MCMICHAEL, Esq.
C. R. BURNELL, Esq.
J. A. WATTS, Esq., Managing Director.
S. H. HALL, Esq., Secretary.
A strong British Corporation Registered
under Hongkong Ordinances and under Life
Assurance Companies Acts, England.
Insurance in Force ... \$34,054,182.00
Assets ... 7,114,490.00
Income for Year ... 5,073,834.81
Total Security to Policyholders, 7,883,852.53

LEFFERTS KNOX, Esq.,
District Manager,
B. W. TAPE, Esq.,
District Secretary.
[472] ALEXANDER BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [1491]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

SIR TING
SURGEON DENTIST,
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 11.15 p.m. ... Every 15 minutes.
SATURDAY.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAY.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m., 9.00 p.m., 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexander Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [476]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD, CENTRAL.

PHOTO GOODS of every description.
KODAKS & KODAK FILMS.
DEVELOPING & PRINTING
A SPECIALITY.

[1465]

BREWER & CO., LIMITED.

PEPPER ST., Adjoining Main Entrance HONGKONG HOTEL, TELEPHONE, No. 696.

Night Signals of World's Shipping, by
Bernard ... \$9.00
Ship Construction, by G. Nicol ... 1.75
Brown's Signalling for Board of Trade
Examinations ... 1.75
Officers' Handy Work Book, with Cargo
Plans ... 1.20
Brown's Winds, Currents and Law of
Storms ... 1.30
Bernard's Nautical Star Chart ... 80
The Merchant Shipping Act for 1906 ... 1.75
Knots and Splices, by Captain Jutsum ... 1.75
Aids to Stability, by H. Owen ... 2.00
Brown's Seaman's Wage Calculator ... 1.75
Brown's Rule of the Road Manual ... 1.75
BROWN'S MORSE MODEL, with
Full Instructions, by D. H. Bernard ... 1.75
NAUTICAL WHIST, by Captain
Peterson ... 1.75
An Interesting Method of Learning the
Semaphore, Hand Flag, and Morse
Signals, by Means of a Game of
Cards, ... 2.00
JUTSUM'S HAND SEMAPHORE CARDS.
[27]

New Colonial Novels \$1.75 EACH, OR
\$5.00 FOR \$5.00.
A Call; the Tale of Two Passions, by Huxford.
A Winter's Comedy, by Halliwell Sutcliffe.
A Man of the Moon, by Halliwell Sutcliffe.
Jona Mar Detective, by M. C. Leighton.
The Prime Minister's Secret, by W. H.
White.
Foes of Justice, by Headon Hill.
Our Flat, by R. Andam.
The Broken Square, by L. Lewisohn.
Miss Pilbury's Fortune, by C. E. Brand.
The Comedy of the Unexpected, by Applin.
A Woman of Mystery, by A. K. Green.

CHINESE PORCELAIN, by GULLAND.
HOW TO IDENTIFY OLD CHINESE
PORCELAIN, by W. HODGSON.
VEHICLES OF THE AIR, by VICTOR
LOUGHEED.

THE WHOLE ART OF BILLIARDS, by
HOTINE, \$1.20.
MY AMERICAN TRAVELS, by HARRY
LAUDER, 80 Cents.



BOORD'S OLD TOM AND DRY GIN.

TELEPHONE No. 75.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.
15, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

(Telephone 97).

BATHING SEASON.

A.S.A. SWIMMING COSTUMES
(IN BLACK AND NAVY).

BATHING COSTUMES
(IN SINGLE OR TWO PIECES).

LADIES' BATHING DRESSES.
TOWELS, BATH ROBES.

LANE, CRAWFORD & CO.

[23]

PEARSON'S HYCOL

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germ. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.
5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their product
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germ, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing
Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HONGKONG,
SOUTH CHINA and JAPAN.
For Pearson's Antiseptic Co., Limited.

[4133]

JOHN ROBERTS & CO., LTD.

BILLIARD TABLE MAKERS,
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra
heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible
Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth,
and patent adjusting toes, with lever for levelling, complete with the following accessories:—

12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and Circle.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.
1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystalite" or "Bonsallite" Bill. Balls.
1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards
can be had on application from the Offices of this paper.

[1134-1]

"SHACKELL"

"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [1655]

NOTICES OF FIRMS

NOTICE.

WE have this Day Established our
Branch, with Office in the
said Branch, under whose management
business will be conducted.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. [614]

NOTICE.

THE UNDERSIGNED are GENERAL
REPRESENTATIVES throughout the
FAR EAST for the following Firms:
ACKERMAN-LAUBACH (Estbd. 1811), Cham-
pagne Shippers, St. Hilaire, St. Florent,
France.
JAMES BUCHANAN & Co., Ltd., Scotch
Whisky Distillers, London and Glasgow.
CUMMER, DUNN & Co., (Estbd. 1804),
Claret Shippers, Bordeaux.
DENIS, MOUTON & Co., (Estbd. 1838), Cognac
Shippers, Cognac.
EDFELL & HUTCHINSON, Wine Shippers,
London.
FOSTER & SONS, LTD. (Estbd. 1829), Beer and
Stout Bottlers, London.
HUNT, ROOPER, TRAGE & Co. (Estbd. pre-
viously to 1765), Port Shippers, Oporto
and London.
HUMPHREY, TAYLOR & Co., (Estbd. 1770),
Liquor Distillers, London.
MARTIN & ROSS, Largest Vermont Manu-
facturers in the World, Turin.
MEUR'S BREWERY Co., LTD., (Estbd. 1764),
Beer and Stout Brewers, London.
TANGNEY, GORDON & Co., (Estbd. 1769),
Gin Distillers, London.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. [615]

NOTICE.

IN connection with the above advertisements
we have this Day Appointed Messrs.
LANE, CRAWFORD & Co., RETAIL AGENTS
for the Sale of the above Wines and Spirits, to
whom all enquiries should be addressed.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 9th May, 1910. [618]

NOTICE.

HAVING this Day been Appointed by
Messrs. GARNER, QUELCH & Co.,
RETAIL AGENTS for the Sale of the above
Wines and Spirits, we are prepared to supply
same at Reasonable Prices. Every Article
mentioned on our Wine and Spirit Price List,
which will be supplied on application, is
BOTTLED IN EUROPE by the Shippers.
LANE, CRAWFORD & Co.,
Hongkong, 9th May, 1910. [619]

NOTICE.

HAVING assigned my Share and Interest
in the UNION TRADING CO.,
No. 34, Queen's Road Central, to Mr. LO YU
SHING, Notice is hereby Given that my
Responsibility in the said Firm CEASES as
from the 1st May, 1910.
LO YOK KEE.
Hongkong, 4th May, 1910. [594]

WANTED

ONE of the LEADING ENGLISH
ELECTRICAL MANUFACTURING
COMPANIES is open to receive One or Two
PUPILS (Chinese) for training in their various
departments. Premium required, which will be
returned in salary.
Box 752.
An Outpost in China. Write with
testimonials and salary required to—
Care of "Daily Press" Office.
Hongkong, 29th April, 1910. [577]

WANTED.

A COMPETENT BOOKBINDER.
Office.
Care of "Daily Press" Office.
Hongkong, 6th May, 1910. [610]

WANTED.

A SMART TYPEWRITER, and
CORRESPONDENCE CLERK
(Chinese). Must be proficient in English and
quick at figures. Only Experienced typists
need apply—
MANAGER,
Care of "Daily Press" Office.
Hongkong, 6th May, 1910. [610]

FOR SALE.

STEAM Launches, Steel Lighters, Wooden
Lighters, Steam Cranes (travelling and
stationary), Steam Hoists, Lighthouse Steam
Pile Driver, Diving Pump and Dress, Hand
Grabs, Captain's Hand Winches, Driving
Bells, Bolts and Nuts, Hook Bolts, Clutch
Bells, Barrel Bolts, Galvanized Spikes, Pile
Shoes, Chain Hoists, Iron and Brass Screws,
Differdange Piles, Rolled Steel Joists, Steel
Channels, Corrugated Iron Roofing, Roofing
Washers, Angle Iron, Cast Iron Columns
(suitable for building construction) White-
washing Machines, Canvas Sewing Machine,
Patent Fire Escape "Ward's" Light,
"Kirkson" Light, Acetylene Lamps, Hand
Pump, Theodolite and Levelling Staff, Ronco
Duplinox, Comptometer, Telescope (on tripod),
Office Desks and Cupboards.
Apply to—
HUGHES & HOUGH,
Antiquaries.
Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.
REVISED BY THE MEMBERS.
PRICE - - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS of MARINE
LOTS 31 and 36, at PRAYA EAST.
Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
No. 285

EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matrons in attendance.
CHARGES MODERATE AND NO EXTRAS.
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table d'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [5563]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.
A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.
SITUATED in the most central position.
Large and Airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Rooms. Monthly
Rates for Table and Dinner. Terms moderate.
FREDERICK REICHMANN,
Proprietor and Manager.
(late Manager of J. Lyons & Co. (Trocadero)
leading Cafeters in London, and of the
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT."
Hongkong.
Hongkong, 16th April, 1910. [542]

APPROACH FROM KENNEDY ROAD TO MACDONNELL ROAD.

Telephone No. 134.
Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[57]

"BRAESIDE" PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns. Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [536]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sut An and Sut Hay) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOATISTA."
For Terms, apply to
THE MANAGER
[5213]

VICTORIA HOTEL

SHAM-HEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic Address—"VICTORIA, SHAM-HEEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.
Telegraphic Address—"FARMER, MACAO."
SITUATED in the CENTRE of PRAYA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAUFFERS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[51623]

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED WATERS

THIS SEASON'S PRICES:

	PER DOZ.
SODA WATER	50 cents.
SODA WATER (Bottle bottles)	60 "
POTASH, Seltzer & B. P.	
SODA	50 "
LEMONADE	65 "
TONIC WATER	75 "
LITHIA WATER	75 "
GINGER ALE	75 "
SARSAPARILLA	75 "
ORANGE CHAMPAGNE	75 "
LEMON SQUASH	75 "
RASPBERRYADE	75 "

SPECIALITIES:

STONE GINGER BEER	85 cents.
DRY GINGER ALE	
Pints \$1.00; Splits 60 cents.	
LIME FRUIT CHAMPAGNE	
Pints \$1.00; Splits 60 cents.	

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.
LIMITED,

HONGKONG, CHINA & MANILA.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: Pressa.
Cable: A.S.W. 5th Ed. Lieber.
P. O. Box, 34. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VEGU ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 14TH, 1910.

Whether pessimism be a cult or a disease is a question not to be lightly answered. With some it may really amount to a disease, belonging to the same category as melancholia, and other mental disorders; with others, it may be assumed as a cult, seeking to be ostentatiously joyless, and lugubrious. Of course, it may be neither; it may merely describe a phase, more or less temporary, according to the duration of the conditions in which it arises. Such thoughts are suggested when we note the tone of pessimism in the proceedings at the annual meeting of the China Association, a full report of which we published on Thursday morning. The decline in British prestige in the Far East has been a favourite topic of discussion during the past decade and allusions to it recur perennially in the reports of the China Association or in those of its Branches. At the meeting under notice it provoked a spirited protest from Mr. J. O. P. Bland, and though the majority of the members did not agree with the speaker, or rather did not vote in favour of the amendment which he proposed, his remarks certainly commanded attention, and it is not risking a hazardous prophecy to predict that they will meet with general approval in the British mercantile community in the Far East. In February last the Hon. Mr. MURRAY STEWART, the Chairman of the Hongkong Branch, echoed the complaints frequently heard as to the decline of British prestige in

China, and he gave point to his contention by quoting the instance in which Great Britain had failed to hold China to the spirit of the agreement made with the Wuchang Viceroy, when Hongkong advanced to him as representing the Chinese Government a sum of money to enable him to buy out the original American concessionaires of the Canton-Hankow Railway. His view was materially strengthened by that of a well-informed commentator in the *Fortnightly Review*, who declared "It is agreed that the relative influence and prestige of this country never were lower in the middle Kingdom than they are to-day." Mr. Bland quoted both statements in the course of his speech, and was careful to add that the depressing effect indicated could not be charged to the British Minister at Peking. In his opinion it was due to the policy that Britain would not move a ship nor land a man to enforce any claim however just! A sweeping assertion! Like most generalisations it embraces a little more than the truth. And it is that little element which will be seized by critics and invested with an importance it does not altogether deserve, with the result that a forceful, well-delivered speech expository of sentiments widely entertained will be considerably discounted. Without doubt a number of concessions have been lost to British capitalists through the result of Chinese obstruction combined with what is regarded as British supineness, and we can readily appreciate the wishes of British merchants and others to persuade their Government to follow a policy which will lead a greater measure of support to British mercantile interests. Their plea, which on the face of it does not seem unreasonable, is to be placed on equal competitive terms with their rivals. If the latter be given a superior position through the action of their respective governments, and British claims suffer through not being advanced by official agency, it follows that the latter are unduly handicapped in their trial relations. Their claim is therefore legitimate and justifiable, and any course which tends to direct the attention of the Imperial Government to the matter and induces a more sympathetic attitude to British commercial interests in other lands must meet with warm approval. At the same time we must not be led away by high sounding phrases or gloomy prognostications. The prestige of Great Britain in China lowered because she has not the large demonstration of naval strength that she formerly deemed necessary to protect her interests? It might be so. We doubt it. The Chinese Government is as well informed of the position of Britain as any other government, and knows that the removal of a few ships from the China Squadron is not an indication of weakness but merely a question of policy. Moreover, if Great Britain establishes a reputation for fair dealing and sets an example of national integrity is not her prestige likely to be enhanced? We should say so. Yet with all her chivalrous sentiments Great Britain cannot afford to adopt the role of Don Quixote. That is the truth which has to be brought home to the Imperial authorities. Reverence for the principles of an abstract morality can be carried to the extreme, and while we would not dare to suggest that the British Government should make any departure from the paths of rectitude, we cannot resist the opinion that its desire for impartiality should not be invariably antagonistic to a greater regard for the interests of its mer chants in foreign fields.

Monday, being Whit Monday, will be observed as a holiday.

Ill-treatment of the Chinese in the Netherlands-Indies has again become the subject of official correspondence between the Netherlands and Chinese Governments according to the *Zeitung*.

Among the passengers on the Pacific mail liner *Siberia* which arrived in Hongkong yesterday afternoon were the members of the Raymond and Whitcomb touring party, conducted by Mr. J. Myron Leavitt. The party left Manila on 10th inst. for China, and after a six weeks' stay here will return to the United States via the Trans-Siberia railway.

The Tokyo *Mainichi* urges the necessity for State control of Sunday-schools, exception being taken to the text-books now used in these schools. The paper asks if it is proper that Japanese children should be taught from such books. The teaching of Christianity in Japan must be in conformity with the national constitution, but the teachers in the Sunday-schools pay no attention to this important point. It is deemed desirable, therefore, that the educational authorities should take over these institutions.

The *Siberia*, which arrived here yesterday from Manila, had on board 2,000,000 cigars for the United States.

At the Magistrate's yesterday Mr. J. R. Wood sentenced a native to one year's imprisonment and four hours' stocks for returning from banishment.

It is satisfactory to learn that the Netherlands-Indies Government has declared Hongkong a free port, the Colonial Secretary here having received a telegram to that effect from the British Consul at Batavia.

After fifty-four sittings the Chinese administration action which was heard before the Acting Chief Justice in the original jurisdiction of the Supreme Court ended yesterday. A sum of about a million dollars is involved in the case, in which most of the learned counsel of the Colony have been engaged. His Lordship reserved his decision.

Sah Mahomed Elias Allana and D. R. Captain appeared before Mr. E. B. Hallifax at the Magistrate's yesterday on a charge of assaulting Miss D. Huard. Mr. W. E. L. Shenton, (of Messrs. Deacon, Looker & Deacon), appeared for the complainant, Mr. F. Paget Hoff (of Messrs. Bratton & Hoff) appeared for Allana, and Mr. M. Reader Harris (of Messrs. Wilkinson & Grief) represented Captain. Mr. Shenton said he would like the case to come on as soon as possible, as his client had already had to ask for police assistance. The hearing was fixed for Monday, 23rd instant.

THE DEATH OF KING EDWARD.

MAY 20TH TO BE "DIES NON."

The day of His late Majesty's funeral is to be one of public mourning. His Excellency the Officer Administering the Government under section 8 of Ordinance 2, of 1875, has ordered that Friday, May 20th, shall be observed as a dies non.

The Civil Service Cricket Club Sports arranged for Empire Day have been postponed indefinitely.

AMERICAN TRIBUTE.

The *Manila Cable* in the course of a sympathetic reference to the death of King Edward remarks—

But those who expect any radical changes in the policy of the British Empire or fear that a political catastrophe may result from his death do not take sufficiently into account the genius of the English race. It is several centuries since—if the day ever was—the stability of English politics depended on any one man, whether king or premier. The British Empire rests on the sure foundation of the character of Englishmen. With all the English reverence and respect for the crown the change of rulers has always carried with it less of hazard in England than in any other monarchy in the world. The antiquity of England's political constitution and of her social institutions and the solidarity of her race has been the chief reason why the English have been able to carry out their policy of a thousand years.

Out of respect for the late King Edward VII. of England the members of Legion Camp V. A. P. Spanish War Veterans stood in silence with bowed heads for a minute at the beginning of their special entertainment and smoker in their hall on Calle Isla de Romero last Saturday night.

LEGISLATIVE COUNCIL'S MESSAGE TO KING GEORGE.

At the meeting of the Legislative Council called for next Thursday H. E. the Officer Administering the Government will move the following resolution:

We, the Members of the Legislative Council of Hongkong, tender our humble duty and desire with profound respect to convey to Your Most Gracious Majesty on the occasion of your accession to the Throne of Your Majesty's Ancestors our sentiments of devotion and loyalty to Your Majesty. We invoke God's blessing upon the successor of our beloved and revered Sovereign King Edward VII., and we pray that to Your Majesty there may be granted a long and glorious reign over a united and prosperous people.

ANOTHER ESCAPE FROM VICTORIA GAOL.

Just now escapes from Victoria Gaol are becoming a common occurrence, and citizens are ceasing to wonder how it is possible for prisoners to escape from such well-secured quarters with the agility of Jack Sheperd of theatrical fame. Another prisoner got clear yesterday morning, the fourth, we understand, in eighteen months. And the last prisoner to regain his freedom was a man with a life sentence. He is supposed to have smuggled a rod used for pressing down clothes in a washing tub into his cell, and with this instrument to have bored a passage through the roof. Through the hole thus made he passed and walking along to the wash-house he is believed to have found means of passing from the roof of that building on to the outside wall, and by some unknown means to have lowered himself to the ground on the outer side. He appears to have cut his feet badly on the glass-crowned top of the wall, for it is stated that he was traced by a gory trail as far as Lower Castle Road. Here the trail was lost, and had not been recovered last night. Judging by the recent number of escapes from the gaol, which is believed to be so well guarded, it would appear that there is a laxity of discipline or a false sense of security within the walls. It is whispered also that retrenchment has been carried too far, and that the present staff is not adequate for requirements. This, however, is a matter for inquiry by the Government, and in view of the recent escapes, they will no doubt take it into serious consideration.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

MINING DISASTER IN ENGLAND.

136 MEN ENTOMBED.

LONDON, May 11th.

An explosion occurred in a coal mine at Whitehaven, and 136 men have been entombed. Rescue work proceeded all night long, but only four men were saved.

The mine is now on fire, and it is feared that the remainder of the men have perished.

AMERICAN BATTLESHIP LAUNCHED.

LONDON, May 12th.

The 23,000 ton battleship "Florida" was launched at New York.

[The Florida is 500 tons heavier than the British Dreadnought Hercules launched this week.—Ed.]

PRAYER BOOK ALTERATIONS.

LONDON, May 11th.

The "Court Gazette" prescribes the formula to be used in the Book of Common Prayer as "Our Gracious Queen Mary Alexandra the Queen Mother, and Edward, Duke of Cornwall."

CHINESE MILITARY MISSION.

LONDON, May 10th.

Prince Tsai Tao, of the Military Mission, has arrived at Cherbourg.

THE KAISER AND MR. ROOSEVELT.

LONDON, May 10th.

The Kaiser, addressing Mr. Roosevelt, said:—"You are the first civilian to review our soldiers. We are honoured by the presence of the distinguished Colonel of the Roughriders."

[FROM THE "CABLENEWS-AMERICAN."]

AMERICAN POLITICAL SCANDALS.

SPRINGFIELD, ILL., May 9th.

An ugly political scandal has been unearthed in this State. Charges have been made for some time that Senator Lorimer secured his election by the unlawful use of money. An investigation of the charges has been prosecuted with the result that a number of members of the State legislature have confessed that bribe money was given and accepted for the election of Senator Lorimer.

EARTHQUAKE AT COSTA RICA.

WASHINGTON, May 9th.

The latest advices from Cartago, the Costa Rican town destroyed by an earthquake, places the loss of life at 2,500. Other hundreds are seriously injured and thousands more are homeless and destitute.

THE AMUSING SIDE OF CONSCRIPTION.

Some interesting tales illustrating the humorous side of conscription in Bangkok are now beginning to leak out. Exemption was claimed for one youth by his employer, and after a good deal of correspondence, the claim or petition reached the dignity of an affair of State, with a diplomatic flavour. Naturally in these circumstances instructions were given that youth in question was to be exempted. So when he appeared in due course in answer to his summons, his name was struck off, and he was told he had been granted exemption and could go. He retired outside for about five minutes and then returned and asked:—"Why must I go? I want very much to be a soldier. Cannot I be accepted?" He was questioned and found to be in earnest, and his ambition was gratified. As his employer had assumed he would be anxious to escape service, he had not thought it polite to undeceive him.

One man claimed exemption on the ground that he was the only support of his aged father. The examination ended up in this fashion:—"Your father has no employment at all?"—"None."

"You live together, I suppose?"—"No" (hesitatingly), "not at present."

"Oh, where is your father?"—"He is in gaol."

That he had to support his mother was the plea advanced by another man, who had of course to state his mother's name and address. The mother was known, and the applicant was told:—"But she has got a husband to support her, and besides surely she is a well-to-do woman. Where are you employed?" The naive answer was:—"Oh, my mother employs me; she gives me 50 baht a month."—*Bangkok Times*.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

May 12th.

ROBBERIES.

Some months ago the authorities made a great effort to put down the robbers in the Lo Ting Prefecture and a large number were caught and beheaded. For some time the prefecture has been made peaceful in consequence, but latterly the robbers have resumed their evil deeds to such an extent that the honest members of the locality are going in daily fear of their lives. The local Magistrate has sent an urgent dispatch to the Viceroy, saying that the troops at his disposal are not numerous enough to cope with the bandits, and he asks that strong reinforcements be sent without delay. On receipt of this dispatch the Viceroy sent for Admiral Li, and several consultations on the matter have been held.

A NEW COURT-HOUSE.

It is reported that a new building for the Supreme Court is soon to be erected in Cheng Pia Street. A large number of houses is to be pulled down to make room for the structure. The purchase of the property was entrusted to the Pan Yu Magistrate, who has had each house valued, and the owners of the property are to sell at his valuation. For the expenses of moving out of the premises the sum of \$4 is to be offered each tenant, and this ridiculous sum, together with the arbitrary manner of purchase, has caused great dissatisfaction among the Kai-Fong. The latter has referred the matter to the Kwong Chow Chamber of Commerce and the Self-Government Society.

PRIVATE TELEGRAPH STATIONS.

The Viceroy has a private telegraph station attached to his Yamen, but none of the inferior officers have this privilege, and all messages to them are sent through the Provincial Telegraph Bureau. The reason why these officers are not allowed to have private stations is because of the expense attached thereto. Some time ago the Taoist of the Ke Chow and Lin Chow started a private station in his Yamen, giving as his excuse that such a station would be most useful to the military authorities. The Director of the Telegraph Bureau has noticed that very few messages are sent to or come from this station, and he has given orders that the Taoist's station be immediately closed.

EDUCATIONAL.

The Viceroy has received a message from Peking asking him to inform the Provincial Educational Commissioner that an examination for entrance to the Peking Financial College will shortly be held. The successful candidates are to present themselves in the capital not later than the 10th day of the 7th moon. The course of study is to occupy three years and is to include several branches of modern learning. After the course is completed an examination is to be held, and the successful students will be deputed for duty to the various provinces.

GOVERNMENT STUDENTS.

It is an established rule that when a government student has finished his course and received an appointment he is expected to work for a certain period without pay in order to recompense the government to some extent for the sums spent on him while a student. Latterly the Director of the Provincial Military Bureau discovered that three students, having obtained their certificates, did not come forward to take up employment, but withdrew themselves to their native places. A notice has since been published regarding these three. For their ungrateful conduct their names are to be struck off the roll of government students. They will not be allowed to teach in any school and all their privileges as students are cancelled.

POLICE PAT.

Some time ago the gentry of the Shek Wan village in the Nam Hoi district agreed that a police force should be established, and a number of men were engaged to act as constables. Since the establishment of the force, the gentry have quarrelled regarding its management, and many have, in consequence, withheld the subscriptions promised for the payment of the men. The result is that the fund for the police pay is very low and the police have now refused to go out on duty until their wages are paid. The Nam Hoi Magistrate has been informed of this state of affairs, and he has sent for certain of the gentry with a view to settling the disagreement.

PRINCE'S ISLANDS.

Since the Pratah have been restored to the Chinese Government the Taoist of Industries has made great efforts to develop the islands. It is now proposed by Taoist Knok of the Yun Chow and Lin Chow Prefectures that certain islands be used for the further development of the islands. The Taoist states that he has in his prison a very large number of criminals for whom there is not adequate accommodation, and he therefore suggests that some of these be transported to the islands, where they might do useful work. The Viceroy's favour the scheme, but before giving it his sanction has referred the matter to the Provincial Judge and the Taoist of Industries.

THE NEW MINISTER TO GERMANY.

The Self-Government Society and others, who sent a telegraphic message to Peking asking that the appointment of Leung Shing, the newly-elected Minister to the German Court, be postponed till charges against him could be cleared up, were badly snubbed for their pains, and they are taking their snubbing in some what bad part. The local Press contains many references to the matter, and suggests that the Minister, having been repeatedly accused of bad conduct, is unfit to fill such a high office. One paper remarks that (1) The evil conduct of the new Minister is well known to the chief men of the official and commercial circles; (2) Public discussion has been held as to his bad conduct; (3) Viceroy Yuan has memorialized the Throne concerning the official shortcomings of the new Minister.

TO STOP HAIR STYLING.

Some days ago it was reported that persons had been robbing the temples and cutting off the queues of persons in order to obtain hair to sell. This caused a good deal of excitement among the people, and in consequence the Provincial Judge has issued a notice stating that should such an offence be proved against any person he is to be immediately beheaded.

CLAN FIGHT.

Not far up the river are two villages named Wong Sha and Mo Kung. The villagers quarrelled about getting the water to cultivate their fields and a big fight took place. After the fight a lawsuit was begun, which has not yet been settled. Being impatient at the delay of the law the villagers have again resorted to arms. The Pan Yu Magistrate yesterday sent down a deputy with a number of soldiers to restore order.

MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, May 12th.

EXTENSIVE ROBBERIES.

Of late quite a large number of houses have been visited by thieves, and not unnaturally people are inquiring what the police are doing. On two successive nights the I On and Wei On gambling houses were raided by robbers, and the money found on the tables taken away, while in one a folk who called out for help was stabbed in the back. That these robberies should take place in frequented streets with the police on duty is a grave reflection on law and order in the Colony. Private houses have also been visited and money and jewellery stolen.

SACRILEGE.

Church thieves have also been active during the past few days. The other day it was discovered that most of the chairs had disappeared from the Cathedral, and on inquiries being made they were found in old furniture shops, the culprit having disposed of them to a number of dealers throughout the city. The thieves, who are believed to be two youths, have not yet been punished.

THE MURDERED GERMAN SAILOR.

The trial of the two men charged with the murder of a German sailor in December last, and with stabbing another opened last Friday and was concluded on Wednesday. Over fifty witnesses were called. On Thursday Dr. Vidal sentenced Gomes to twenty years' imprisonment in the Portuguese African possessions and Guimaraes to six months' imprisonment.

MORO PIRATES IN HIDING.

A special cablegram to the Colonies from Zambanga, dated May 8th, stated:—"Two companies of the Third Infantry left Angur Barmack, Jolo, on Saturday, for Manue Manca Island, where the pirates were reported to be hiding. The pirates have been cornered."

The Moros made their sudden attack on Thursday, descending upon Told Told in the Celebes, killing three Dutch traders before they took to their pirogues again. They also appropriated much of the movable property of the port.

The Dutch government officials were at once notified, and dispatched a cruiser in search of the raiders. After a stern chase, the pirates were forced to land. They took to the hills and fastnesses of Manue Manca. Then the Dutch collected all the vintars on the island, thus cutting off the Moros' hope of escape.

Word was sent to Captain Charles E. Kilbourne, in command of a small detachment of Moro Constabulary at Bongao, north of the small island where the pirates took refuge. Captain Kilbourne in turn notified the Army headquarters at Jolo.

Lieutenant Ross left with the troops on the Basilan, equipped for an arduous campaign in the Manue Manca hills. The war will occur the island until they capture or kill the pirates.

LIEUT. T. JAMES.

The late Mr. Thomas Henry James, late manager in Europe of the Nippon Yusen Kaisha, whose sudden death was announced in our telegraphic news last month, died suddenly on the morning of 8th April after a brief illness. Five weeks before Lieut. James, who was in his 61st year, went on a holiday to the south of France, where he caught a chill; during the voyage home from Marseilles pneumonia set in, and on the arrival of the vessel in London he was removed to a nursing home, where he died.

Lieut. James was one of the eight British naval officers, headed by Admiral Sir Archibald Douglas, who were sent out to Japan in 1872 at the request of the Japanese Government, on a mission of instruction. He remained in the service of the Japanese Government for about ten years, cruising during a large part of the time in the *Yokubara Kan*, and among those who studied under him were all the prominent Japanese Admirals of to-day, including Admiral Saito, the Minister of Marine, the Mitu Bishi Kaisha, the president of which was Baron Iwasaka, at about the time that the company amalgamated with the Kyodo Unyu Kaisha, under the title of the Nippon Yusen Kaisha, and the Japan Mail Steamship Company. For another ten years he remained in Tokyo as superintendent of navigation of the Nippon Yusen Kaisha, and when at home on leave of absence in 1896 he was appointed manager of the company in London. Two years ago he visited Japan, and was accorded a hearty welcome as was shown by the fact that at a dinner given in his honour 26 Japanese admirals, including the Minister of Marine, were present in his respect for him. He was also decorated with the order of the Rising Sun, third class, and the Order of the Sacred Treasure, second class. He was very fond of travelling, and when in Japan would delight to penetrate into the little country villages where foreigners were very little seen. Lieut. James, who was very successful in his career, and had the full confidence of the directors of the Nippon Yusen Kaisha, was awarded the company's gold medal for long and faithful service, and his death will be a great loss to the company. He was a man of cultured tastes and of a retiring disposition, and was greatly respected both in this country as well as in Japan. His death will be keenly regretted by many residents in London whose interests are bound up with the East. He is survived by his wife, two daughters and a son.

SUPREME COURT.

Friday, May 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PRINCIPAL JUDGE).

CLAIM FOR MONEY LENT.

Mr. H. M. Hodgson (of Messrs. Evans & Harrison) who appeared for the plaintiff, entered the witness-box and swore that he had informed the defendant of the date of the hearing.

Plaintiff proved his claim, and judgment was entered for the defendant.

A PETITION FILED.

In the case brought by C. E. Warren & Co. against W. H. Embury to recover \$30, Mr. Hinds (of Messrs. Brutton & Hett), who appeared for the defendant, asked that the case should be adjourned sine die as his client had filed a petition in bankruptcy.

His Lordship granted the adjournment requested.

AN IMPENDING PETITION.

The case was mentioned in which Ab Young & Co. sued Mrs. R. A. Ford to recover \$649.14.

Mr. Gardiner, who represented the defendant, said a petition in bankruptcy had been presented, and asked that the case be adjourned.

Mr. Kong Sing, solicitor for the plaintiff, asked his Lordship to put the case in next week's list, and if no receiving order was made he would ask for judgment.

The case was adjourned for a week.

A QUESTION OF COSTS.

The Oriental Brewery brought action against J. da Rosa Braga to recover \$12.74 for goods sold and delivered.

Mr. Christopher Wilson (of Messrs. Hastings & Hastings) who appeared for the plaintiff, said that the defendant had paid a certain amount into Court, and asked for judgment for that amount and costs.

Mr. Kong Sing, who appeared for the defendant, said there was no necessity for judgment, as the money could be taken out of Court.

Mr. Wilson—I submit I am entitled to judgment in the ordinary way.

Mr. Kong Sing—if he does not ask for costs I don't mind.

His Lordship—You don't ask for costs, do you?

Mr. Wilson—I do.

Mr. Kong Sing—The claim is only about \$10, and he is not entitled to costs.

His Lordship—I will allow costs up to the date of payment in.

Mr. Kong Sing—I object to costs in any case.

His Lordship—That is a matter for the Registrar.

Mr. Kong Sing—I have paid in \$7.27 in respect of the whole claim. My friend takes that in satisfaction of the whole amount.

His Lordship—You had better see the Registrar on the point.

Mr. Kong Sing—The question is whether he is entitled to costs.

His Lordship—He is entitled up to the date of payment in.

Mr. Wilson—I will be satisfied with judgment and costs, if any, allowed by the Registrar.

Judgment was entered for plaintiff, and the question of costs referred to the Registrar.

LOCAL SPORT.

CRICKET.

HONGKONG "A" v. "THE REST."

This match, postponed from last Saturday, will be played this afternoon on the Cricket Ground. Teams:

Combined League Team—R. E. O. Bird (Capt.), R. E. H. Oliver, Lieut. Bagnall, Hosi, Bdr. Winkworth, Lt. Anderson, Sgt. Major Power, A. Young, Corp. Wynder, A. O. Brown, and L. E. Brett.

Hongkong—T. E. Pearce, W. C. D. Turner, H. B. Makin, H. D. Sharpin, A. C. Claxton, H. S. Sweeting, J. Hall, A. C. Leith, G. E. Aubrey, E. Irving and Dr. J. M. Atkinson. Reserves—P. Jacks and R. F. Land.

Umpires—A. R. Sutherland and R. B. Beattie.

The presentation of the Shield and medals will take place after the match.

HONGKONG TENNIS LEAGUE.

Kowloon v. Chinese Y.M.C.A.

Y.M.C.A. v. Watsons.

Craigengower v. Wigwam.

Taihook v. Queen's College.

TEAMS.

Watsons—D. E. Clark and F. Rapp; H. Taylor and H. Rapp; E. B. Miller and R. Phillips.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 12:05 p.m.—The barometer has risen quickly in E. Japan, the typhoon having moved away over the Pacific.

The barometer has risen considerably over the E. coast of China, and fallen slightly over S.W. Japan and the Loochoos. A shallow depression, which has moved Eastward from the Yangtze valley, is situated over the Eastern Sea.

Pressure is highest over N. China. It remains low over Tonking.

Moderate N.E. winds may be expected in the Formosa Channel and moderate S. to E. winds over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood S. to E. winds, moderate; fair.

Formosa Channel... N.E. winds, moderate.

South coast of China between Hongkong and Lamooka Same as No. 1.

South coast of China between Hongkong and Hainan... Same as No. 1.

HALLEY'S COMET.

MANY POPULAR FALLACIES
DISPELLED.

The lecture-hall of the Chinese Y.M.C.A. was crowded on Thursday evening when Mr. John I. Plummer, M.A., of the Hongkong Observatory, gave a highly instructive account of Halley's Comet. Mr. J. M. Wong presided and the speaker's remarks were lucidly translated by Mr. Ng Ting Po.

Mr. Plummer, in the course of his general introduction, said nowadays he was frequently asked, as he passed along the street, such questions as these—Where do comets come from and where do they go to? What are they made of? What is their weight, size and construction? What would happen if the Earth were to run into a comet, or a comet into the Earth? Is it true that the Earth will pass through the tail of Halley's Comet and what will happen if it does? Is the head and the tail of a comet made of the same kind of stuff? And so on, and so forth. He was prepared to answer all these questions and perhaps some more. To begin with the first. Where do comets come from? First of all he wished to give some idea of the loneliness of this little world of ours. It is quite true that we have one near neighbour, the moon. If thirty globes such as ours were put together in a line like beads on a string, the last of them would be just about as far from us as the moon is. It is not therefore what one would call near. The next nearest body to the earth is the sun. It would be easy to put down figures showing how far off it is, but they are quite unsatisfactory. Let us say then briefly that the sun is 400 times further off than the moon is. Yet it is our next nearest neighbour. I don't forget that there are a few bodies, three to be exact, which are sometimes nearer to us than the sun is, but at other times they are much further off, so that on the whole the sun is nearer than they are. After the sun and its few attendant planets there comes a terrible gap indeed. An immense and apparently empty space extends on all sides of us and of him. But this great region is not absolutely empty, though we can see nothing there. Scattered throughout it are some small bodies, possibly very far apart (they are in great numbers), probably an enormous number of comets, moving about in all directions, though slowly. For ages they may wander in no very definite direction, aimlessly it would almost seem. The sun and his planets, too, are wandering in the same space, and although it would take him also many ages to cross it still he occasionally comes comparatively near these strange bodies. Then a change takes place; very slowly at first they are attracted by him and tend to approach, just as a stone thrown into the air is attracted to the earth; gradually, very gradually, the motion becomes quicker and after a considerable time they move very rapidly indeed, but by this time they are pretty near to the sun. The impetus they have received carries them round the sun and they begin to recede from him, going slower and slower all the time till they are lost to sight again in immense distances. But they do not go back from whence they came. They move in a curve called a parabola. This explains how it is that comets come suddenly at unexpected times, remain a few weeks visible and then are gone for ever. Halley's comet, however, pays us visits regularly, at intervals of about 76 or 77 years, therefore Halley's is not an ordinary comet. The speaker then went on to explain how this has been brought about. At some remote date Halley's Comet was attracted towards the sun and passed round it. It is impossible to say when this first visit of Halley's comet took place; all we certainly know is that it was before the year 770 A.D., 1140 years ago. The records of that remote time are vague and doubtful and the lecturer could not assure himself that any earlier records were really reports referring to Halley, though it is quite possible they may be. Since that early date it has returned quite regularly, sometimes it was seen and referred to in old annals and sometimes it escaped being reported upon, but we can have no doubt that it appeared. The present is therefore the fifteenth time since the first authentic report that it has become visible. Some authorities have become famous, for instance, in 1066, at the time of the Norman conquest, when it was thought to be such a notable event that it was figured on the historical Bayeux tapestry. It appeared, too, in 1682, in Halley's time, and it was the splendour of it that led him to predict that it would return in 1759, many years after he himself was dead. It was a bold assertion in that day, and Halley was perhaps a little proud of his prediction, as he had a perfect right to be, and he asked his countrymen to remember when his prediction came true that it was an Englishman who had done this thing.

Mr. Plummer then went on to explain why it is that Halley's comet is a regular part of our solar system, returning at intervals from its long journey into space, instead of being lost like other comets. The attraction of the sun is shared by the eight great planets of our system and they attract comets just as he does, though they are less powerful and fail to produce any effect unless the comet comes very near them. Halley's comet on its first visit to the sun changed to pass very near to the planet Uranus, a great planet; though not the largest or heaviest, but still much bigger than the earth. It is also the outermost but one of the eight, and being sufficiently powerful and sufficiently close to Halley on this occasion, it turned it a little out of the course that otherwise would have been taken. The general effect was to diminish its speed and to make the track it pursued less divergent than it would otherwise have been; to bring the two ends of the parabola nearer together, so that it was no longer a parabola but

an ellipse, or oval. A long narrow ellipse, it is true, and one that did not differ greatly from a parabola, still a closed curve, that is, a curve that would sooner or later bring it back to the same point. It had passed through before and kept it perpetually revolving in the same way till some day it chanced to meet another planet and be drawn into a new orbit or curve. So long as it does not meet with any such accident it must remain a permanent member of the solar system just as much as Jupiter or Venus or the earth. It seems that three other comets not on the same principle as Halley's owing to the action of Uranus, but Halley's is the largest and brightest of the four.

The speaker next proceeded to describe the composition of the tail of a comet. It consists of a very thin, light gas compared with which the common air we breathe is probably a very dense and heavy material, but it shines with its own light, as under certain circumstances all gases do, and it is in consequence of this that astronomers can speak with greater certainty about the material of the tail than of the head. Firedamp in coal mines is perhaps the closest approach in an earthly substance to the hydro-carbons which compose a comet's tail. The head of a comet shines for the most part at least by reflecting the light of the sun precisely as the moon does, or the planets. It is composed of solid matter, though not in one compact lump like the moon, but a very dense crowd of quite small bodies held together by mutual attraction and the similarity of their motions. But except perhaps in the very centre they are at considerable distances apart. Mr. Plummer said the aptest illustration he could give them was that of a swarm of bees. Each individual bee in a swarm is pushing forward in the same direction as its fellows; they are crowded together towards the centre, where the queen bee is, and the intervals between them is greater in proportion as they are further from the queen, there are even stragglers that appear hopelessly in the rear yet who still persevere in the same direction. Now the earth, as far as we know, has never run into the head of a comet, and it is to be hoped that it never will, for such bees might have a sting! Therefore we have never secured a portion of a comet to be quite sure what it was made of. But we have occasionally run into some of the stragglers. We did so on the 13th November, 1866, and no one who witnessed that spectacle will ever forget it. It was the tail of Tempel's Comet, which had gone on its course some four months earlier so that these stragglers were at that time a long way in the rear, but they were sufficiently numerous. Meteors fell in all parts of the sky at the rate of more than 100 per minute. The speaker himself counted 57 in a minute from a place where only part of the sky was visible, and this continued for hours. But these, although exceeding bright while they lasted, appear to have been very small bodies. They were all burnt up in the atmosphere and converted into impalpable dust. All but one left a trail of dust visible for 17 minutes, and this one must have been big enough to reach the earth as a solid mass, but of course it was never found!

Yet sometimes, quite unexpectedly, meteors do fall to the earth, are seen to fall, and are subsequently picked up. There is no reason to doubt that these are parts of comets, of the stragglers along the lines over which comets have passed, and it becomes interesting to see what they are like. There are two kinds found, some are of iron mixed with a little nickel; these usually are from a few ounces to a few pounds in weight; others are of a kind of rock common enough in volcanic regions. These are usually larger, from a few pounds to perhaps a ton, though very large ones are uncommon, as they are very apt to break into fragments while passing through the atmosphere. But the only point of interest about meteors is that nearly all of them contain little hollows in which is enclosed a small quantity of gas, and it is quite possible that from these little pockets is derived the gas which forms the tails of comets. We can easily imagine that in the crowding together near the centre collisions are frequent, individual members of the crowd become broken or crushed and the contained gas escapes. As soon as it becomes thin enough it is driven away by the radiant forces of the sun. Hence it is that the tail is always directed away from the sun. When the comet is approaching the sun the tail streams away almost in the direction which the comet has passed along. When, as at present with Halley's comet, it is going away from the sun it streams out almost as if pointing the way in which it should go, and when it is passing round the sun, as Halley did on the 19th of April last, it swings round rapidly always away from the sun. With some comets which approach the sun very closely, as the comet which was seen earlier in the year did, the tail is whisked round through many millions of miles in a few hours. This leads to the question, do not comets lose something in these successive returns to the sun?

They cannot possibly recover, re-collect the matter of their tails, but that is no great loss of mass or weight, and the heavier matter of the head is, it would seem, broken up into smaller and smaller fragments, so that the actual loss of bulk is not great. Nevertheless comets that have made very numerous visits to the sun are noticed to become fainter and fainter, and even Halley's, which does not return very frequently, is probably not so conspicuous an object as it was a thousand years ago. Of course it makes a great difference if we happen to be near the comet at the time of its visit. On the present occasion we are much nearer than is frequently the case; indeed, on the 19th of May this comet will pass between us and the sun at a distance of only 14,000,000 miles. We are thus assured a good view of it, but not so good as if it were 14,000,000 miles away on the other side, when it would be seen in the midnight sky with no sun near to pale its light. This is a drawback to the present appearance of Halley, but we cannot alter it, and it is a long time to wait another

76 years in the hope that the next appearance may be under more favourable circumstances. We must therefore make the most we can of the case as it is. We shall none of us have the chance of seeing it again. We may hope to see other and even brighter comets, but we cannot say when they may come, and Halley's is the only bright comet whose return we may predict. On this occasion it was predicted and it came at the appointed time; the error in the prediction was three days only, and considering the journey it had made and the disturbance and delay which took place in consequence of its comparatively close approach to Jupiter, it may be regarded as one of the triumphs of astronomy that it was so accurately predicted. The two British astronomers, Messrs. Cowell and Crommelin, who made this prediction, are receiving on all hands praise and commendation for their success and they richly deserve it.

Mr. Plummer concluded:—There is only one other matter of which I intended to speak. It is highly probable that on the morning of May 19 we may pass through the tail of the comet, and you may like to know what may be expected to happen in consequence. From what I have already said you will have come to the conclusion that I regard the tail as a very showy but not an important part of the comet, and that the result will be absolutely nothing. The like thing happened in the case of another large comet on the 30th of June, 1881, but no one knew anything about it till some days afterwards, when its track was examined and it was found that we must have passed through it. One or two persons are said to have noticed that the sunset that night had a rather unusual colour. In the same way it may happen that the sunrise on May 19 may be a little unusual, but I personally do not expect it, and don't intend to leave my couch any earlier than usual in order to watch the sunrise. If any of you are awake at that time it might be well to look for something unusual, but I do not give you much hope that you will see it. At this time the head of the comet will be exactly between us and the sun, so the tail must be at least 14,000,000 miles long to reach us. That may very well be the case; I do not expect that it will not reach us because it is too short. What I do hope and expect to see is the head of the comet as a dark mass upon the sun's face, but whether it will be visible depends upon the density of the crowd of small bodies of which it is composed. I am not too hopeful. It is all too likely that I shall see nothing at all, but it is at all events certain that I shall have more definite ideas about the density of the heads of comets after the 19th of May than I have now. Halley deserves that his name shall be associated for ever with his comet, and it is well that once at least in a century we should do him the honour of remembering the triumph of his life. (Loud applause.)

Mr. Wong, in moving a vote of thanks to the lecturer, thanked him for coming over to Hongkong on such a sweltering night. He had laid them under a deep debt of obligation, for his lecture had removed many fears which were agitating the minds of the Chinese population at the present moment. They could go home in peace and tell all their friends that there was nothing to fear from Halley's Comet. The Chinese from time immemorial had surrounded comets with superstitious fears; they called them the heavenly broomstick, and when they saw them in the sky took them for portents of great calamities. But Mr. Plummer had shown them that they were perfectly natural developments of nature, and that even if the tail of the heavenly broomstick did sweep the earth on May 19th the inhabitants of this tiny globe had nothing to fear. We should not be poisoned by noxious gases, nor overwhelmed with torrential downpours of rain, or burnt alive by the ignition of the earth's atmosphere. Mr. Plummer was to be thanked right heartily for thus allaying their superstitious fears. (Prolonged applause.)

CHURCH SERVICES.
St. John's Cathedral, Hongkong. Whit Sunday, May 15th. Holy Communion (7.30 a.m.). Matins (11 a.m.). Responses: Venite, Godeo; Psalm: Proper (Coke, Croch, Cooke); Te Deum, Oakeley (11th evening); Benedictus; Laudus; Anthem, "Come Holy Ghost." Attwood. Holy Communion (12 noon). Kyrie, Ad-Lam; in F; Hymns, 207 and 168. N.B.—Psalm 48, verses 1, 2, 3, and 15 in unison; Psalm 68, verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.INSIDE THE EARTH.
The state of the unknown interior of the earth, a knowledge of which is so important in many geological problems, has of late received special attention from scientific investigators. The speculations of the great French astronomer, Flammarion, for example, have done much to stimulate interest in the physics of the earth's interior. And the recently published work of Dr. W. L. Meyer, "Bewohnte Welten," gives a summary of our present knowledge of this interesting and important subject. The temperature of the earth's surface is influenced by atmospheric changes, but it is a matter of common observation that this only extends to a certain depth. This zone of invariable temperature is given by Dr. Meyer as from 49 ft. to 65 ft. Here there prevails throughout the year a uniform temperature of 59 deg. C.TEMPERATURE AND DEPTH.
Below this it is also well known the temperature increases with the depth. Numerous experimental observations in mines and borings show that although the rate varies in different localities a certain average law of increase of temperature with depth can be determined. Dr. Meyer gives the latest result as 1 deg. C. for every 19 ft. Observations have been carried out to a depth of about 1,024 fathoms, and there the temperature is found to be 50 deg. C. If this rate of increase were continued down to 37 miles the materials of the rocky crust of the earth would be

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.C. 6th Ed. Libby's.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst.

By Order,
A. R. LOWE,
Secretary.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that the MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst.

By Order,
A. R. LOWE,
Secretary.

E. A. R.

NOTICE

THE attention of OWNERS of PROPERTY and CONTRACTORS in the Colony is directed to Clauses No. 25 and 27 of the Water Works Ordinance, 1903, and to the Water Works Regulations governing the construction of Services for the Supply of Water. Any person infringing or neglecting to comply with Clauses specified or with the Regulations is liable to heavy penalties.

Public Works Department,
Hongkong, 12th May, 1910. [636]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG".
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 13th May, 1910. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SOCOTRA".
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th May, 1910. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Leading Articles:
The New King.
Single Chamber Control Over Finance.
Independence Under the Crown.
An Empire Movement.
Hongkong News.
Capture of Slippery Gamblers.
The Doid King.
Kuanlung (Kowloon) Municipal Council.
The Royal Bazaar.
Proclamation of King George V.
Hongkong Horticultural Society.
Hongkong an Infected Port.
Supreme Court.
The Licensing Board.
Boys' Brigade.
Shooting Affair at Kowloon.
Sir Paul Chater Interviewed.
The Changsha Riots.
The Silver Dues.
Far Eastern Telegrams.
Correspondence:
Education in Hongkong.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 32.
Hongkong, 14th May, 1910.

PUBLIC COMPANIES

HALL & HOLTZ, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office of the Company, No. 14, Nanjing Road, Shanghai, on FRIDAY, 20th May, at 4 P.M., to confirm as Special Resolutions the following Resolutions, which were duly passed by the requisite majority at a Meeting held on 28th April, 1910.

- 1.—That the Capital of the Company be increased to Mexican \$500,000.00 by the creation of 7,000 additional Ordinary Shares of Mex. \$50.00 each, raising for dividend and in all other respects pari passu with the existing Ordinary Shares in the Company.
- 2.—That the Directors be and they are hereby authorised to allot such newly created Shares at par among the existing Members of the Company as to so much as may be applied for, so that each Member shall be entitled to apply for one Share of the new issue for every three Shares already held by him (two years will be made for a fractional number) and that the amounts payable on such New Shares so applied for should be paid to the Company at such times as the Directors shall appoint.
- 3.—That the Directors be authorised to dispose of any Shares unapplied for by a Shareholder under the last preceding Resolution within the time appointed to such person or persons and upon such terms as the Directors may think fit.

By Order of the Directors,
H. E. KIMPTON,
Acting Secretary.

Shanghai, 30th April, 1910. [626]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,
Agent.

Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42395 to 42399 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MUE of Hogo having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced to the Office of the Company, 1, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER,
Secretary.

Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE (Pink) No. 274 for the Balance of Intrinsic Value as on the 31st December, 1908, between One Share of the UNION INSURANCE SOCIETY OF CANTON, LTD., and Ten Shares of the CHINA TRADING INSURANCE COMPANY, LTD. Registered in the name of JOSEPH WILLIAM CASIN, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 15th August, 1910, a NEW CERTIFICATE in respect thereof will be issued, and the old Certificate thereafter be held by the Society as Null and Void.

By Order of the Board of Directors,
JAMES WHITTALL,
Acting Secretary.

Hongkong, 13th May, 1910. [630]

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours.
Prospectus and all further information from
SIEBSEN & Co.,
(Machinery Dept.), Hongkong.
Sole Agents.

Hongkong, 8th December, 1909. [1494]

BEKANNTMACHUNG.

Die amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OBTARATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

Die amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OBTARATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

Die amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OBTARATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

Die amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OBTARATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

INTIMATIO

BOXING AT THE STADIUM.

TO-NIGHT (SATURDAY),

14th MAY, AT 9 P.M.

Main Event:

15 ROUND CONTEST

between

SERGT. FERGOTT (35th Co. R.G.A.)

and

GR. BURT (8th Co. R.G.A.)

A 10 ROUND CONTEST

between

MR. COYNE (N.Y.P.)

and

GR. ARUNDEL (88th Co. R.G.A.)

Heavy-weight Competition for a Cup valued

at \$125; Runner-up to receive a Purse of \$25.

PRICES \$1. \$2. \$3 AND

RINGSIDE \$4.

Entries to be made to

MR. WINCH,

Manager,

Belle View Stadium.

Hongkong, 13th May, 1910. [631]

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst.

By Order of the Directors,
H. E. KIMPTON,
Acting Secretary.

Shanghai, 30th April, 1910. [626]

PABST EXTRACT.

THE best TONIC for keeping in perfect

health in the Tropics.

It is a Liquid Food in predigested form,

containing all the bracing, soothing and toning

effects of the choicest hops. Nearly Non-

alcoholic. Highly recommended by the local

medical profession in Cases of DEBILITY

or other causes, ANEMIA, NERVOUSNESS

or DYSPEPSIA. Samples on Application.

SIEMSEN & Co.,
Agents.

Hongkong, 14th December, 1909. [1519]

GRACA & CO.

27, DES VOUX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE for 1910,

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [475]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail, Ironmongery, Pig

Iron and Foundry Coke Importers, General

Storekeepers and Shipchandlers. Nos. 35 & 37,

HING LOONG STREET, (2nd St. west of Central

Market). Telephone No. 515. [496]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 564 "

Width of Entrance on Bottom... 584 "

Water on Blocks at Spring Tide... 342 "

DOCK NO. 1.

Extreme Length... 623 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 62 "

DOCK NO. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

THE COMPANY has the powerful steam

"OURA-MARU" (712 tons, 700 I.H.P.,

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

Short Notice. [805]

TO LET

TO LET.

FIRST FLOOR of No. 4, Des Vaux Road

recently vacated by Institution of

Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Vaux Road, Central.

Apply to—

Messrs. PERCY SMITH & SETH,

5, Queen's Road.

Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in

occupation of Messrs. JARDINE,

MATHESON & Co., LTD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET,

new 5-roomed House.

GODOWN D., in DUNDRELL STREET.

ONE SMALL GODOWN, in DUNDRELL

STREET.

A 7-ROOMED HOUSE in MACDONNELL

ROAD, (Hongkong), with Garden, from 1st July

or earlier.

No. 71, WYNDHAM STREET.

ROOMS, in Nos. 15 and 17, QUEEN'S ROAD

CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE

STREET, now in occupation of the Nippon

Club.

No. 3, DES VOUX VILLAS, PEAK,

Newly done up.

Nos. 19 and 23, BEILIGS TERRACE,

newly painted and colourwashed, cheap rental.

No. 9, BEACONFIELD ABOARDE (Shop).

BEACONFIELD ABOARDE, 1 Room on

1st Floor, suitable for Office.

PRIMEES at SHANGHAI CANTON, lately in

occupation of the Canton Railway.

FOR SALE—FOR CASH, at Peak, com-

manding a Magnificent View of the Harbour

and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 4th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

FOR SALE

THE
DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF.

LAMB.

RABBITS

AND

HARES.

THE SWATOW DRAWN WORK CO.
17A, QUEEN'S ROAD CENTRAL.MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Grass Cloth. All kinds of Silk of best quality,
Canton Embroidery, and Chinese Laces from
the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.SMOKELESS POWDERS AND CHILLED
SHOTS. From No. 10 to SSGG. at \$5, \$7 and
\$7.50 per 100, SPORTING REQUISITES
and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [1545]

AUTOMATIC BROWNING
POCKET PISTOLS.CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. [38]A LING & CO.,
19, QUEEN'S ROAD CENTRAL.FURNITURE AND PHOTO GOODS
STORE.Photographic Goods of every Description
in Stock.Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1546]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons
enable you to produce the purest,
freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.
SYPHONS... at \$2.00 each.
BULBS... at 0.50 per box

WHOLESALE BUYERS:

Can obtain at London price from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS
246 and 248, Des Vaux Road, Central,
Hongkong.

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
FIELDS CO., Ltd., who are prepared to Supply
FRESH COAL straight from the Mine
Steamers load at the Wharves. Quick despatch
Telegrams: "Labuan Coal."
BRADLEY & Co., Agents
Hongkong, 12th August, 1909. [162]MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.SOLE PROPRIETORS OF TAKASIMA
OCHI, MUTABE, HOJO, NAMAZUTA,
SAXO, SHINNEW and KAMITAMADA.
Collieries.SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO
KOMATSU Coal.HEAD OFFICE—MARUNOUCHI,
TOKYO.BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.Cable addresses for above, "TWASAKI"
Codes: AL, ABC 5th Ed., Western Union.
For Particulars apply to:
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [1574]THE SCOURGE OF THE
TROPICS.
HOW TO OVERCOME THE RAVAGES
OF THE MALARIA PARASITE.A Golden Statue should be erected to the
discoverer of a means of banishing Malaria
from the Tropics.In those striking words, a short time ago, a
distinguished man once again drew attention to
a subject whose importance, as every resident in
the Tropics is only too well aware, it is impos-
sible to exaggerate.Great as are the strides preventive medicine
makes every year, so long a time must necessarily
elapse before Malaria can be banished from the
land that it is destined to affect untold millions
of His Majesty's subjects with its acute rigors,
and its pernicious after effects for many years
to come, and to cause fatalities likewise reaching
millions every year.As everyone knows, Malaria is due to a para-
site which feeds on the "Hæmoglobin" or active
substance of the red blood corpuscles, destroying
it and then until the blood becomes poor, and
the patient suffers from Anaemia. Unless this
destruction is checked, the condition degenerates
into what is called Cachexia, an impairment of
the vitality of the tissues of the nervous, mus-
cular, mental, circulatory, digestive, respiratory
and other systems of the body. For this reason,
the patient suffers from a long list of nervous,
mental and physical symptoms, like loss of
memory, impairment of the vision, depression
of the spirits, insomnia, lassitude and over-
whelming weakness.Happily, all these depressing conditions can
be banished by the use of Sanatogen, which is a
potent remedy for them as quinine is in con-
trolling the rigors produced by the early attacks
of the Malaria parasite.Sanatogen is a chemical combination of
glycero-phosphate of sodium, the active principle
of the nervous system, with milk protein, the
great body-building element of milk. Thus
combined, they form a substance which is readily
soluble in water, and so easily assimilated that
it is absorbed within an hour after it has been
taken. To its remarkable power in Malaria, a
tribute has been paid by a large number of
physicians with a wide experience of the ravages
of this scourge of the Tropics.One of the leading physicians in the whole of
the United Provinces of India says:—"I have
much pleasure in certifying to the value of
Sanatogen in cases of Malaria, Enteric Fever,
Dysentery, and other exhausting diseases. In
no single instance have I been disappointed with
its results. I can honestly affirm that many of
the most severe cases of these diseases, which I
cannot speak too highly of its value."
Similar statements might be multiplied indefi-
nitely, for thousands of letters testifying to the
benefits Malaria sufferers have derived from
Sanatogen have been written by grateful patients
as well as by their physicians.Sanatogen's power in revitalising and recon-
stituting the blood is shown by the following
case selected from hundreds which have been
reported in the medical press:—"A woman
suffering from Anaemia had lost weight, and
was so weak that she suffered from profuse
sweating at night, and had to take to her bed.
She had only 5,000,000 red corpuscles per cubic
millimetre, with 48 per cent. of hæmoglobin.
She was given Sanatogen, and in a fortnight
her red corpuscles had increased to 4,000,000
per cubic millimetre, the hæmoglobin had risen
to 52 per cent., the sweating had stopped, she
was able to leave her bed and developed so much
energy that she returned home and resumed her
domestic duties without any difficulty."Sanatogen has great action in Dysentery
as it has in Malaria, while for the ordinary
lassitude and lack of tone incidental to life in
the Tropics it is unsurpassed.His Highness the Maharajah Bahadur of
Durban states he "has derived great benefit
from Sanatogen," which he further characterises
as "really a good thing."The Honorable Mr. Justice Robertson, Judge
of the Supreme Court, Lahore, Punjab, states:—"My
experience with Sanatogen has been very
favorable. I took it for some weeks during
the most trying season of the year, June, July,
August, in Lahore, and found it a great
strengthening."As a revitalising, energising and reconstructing
preparation, Sanatogen's merits have been
attested by nine physicians to nine European
sovereigns as well as by over twelve thousand
other doctors, some of them the most dis-
tinguished in the world.An exceedingly interesting pamphlet,
"Malaria, its Causes and Cure," has been
written by a physician with a great experience
of the Tropics. That its teaching may be
brought to the help of all, and that something
may thereby be done to stay the ravages of
a disease which last year claimed a million more
sufferers than the average, a copy will be sent
to all addressing Messrs. A. S. WATSON & CO.,
Hongkong, mentioning the "HONGKONG DAILY
PRESS." Sanatogen may be obtained direct of all
Chemists and Bazaars. [126-5]

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is com-
mended by the Queen to thank
Mr. Darlington for a copy of his
Handbook."

"Nothing better could be wished for."

British Weekly.

"Far superior to ordinary guides."

Daily Chronicle.

Visitors to London should use

DARLINGTON'S

LONDON. "A brilliant book."—The Times.

"Particularly good."—Academy.

By E. C. Cook and Enlarged Edition

AND E. T. Cook, M.A.

50; 24 Maps and Plans,

60 Illustrations,

10 Maps 5s.

80 Illustrations,

12 Maps 5s.

Visitors to Brighton, Eastbourne Hastings

Bournemouth, Wye Valley, Severn Valley

Bath, Weston-super-mare, Malvern, Harford

Worcester, Gloucester, Llandrindod Wells,

Llangollen, Aberystwyth, Tynar, Barmouth

Dolgelly, Aberbach, Criccieth, Pwllheli,

Llandudno, Rhy, Bettws-y-coed, Isle of

Wight and Channel Islands should use

DARLINGTON'S HANDBOOKS in each

is THE HOTELS OF THE WORLD

A Handbook to the leading Hotels throughout

the World.

Llangollen: DARLINGTON & Co.

LONDON: SIMPKIN & Co.

THE SEARE "BOOM" IN OIL.

PRODUCT AND SALE OF
PETROLEUM.The question whether the world's supplies of
petroleum are anything comparable to those of
coal is one of very considerable interest. Specu-
lation as to the exhaustion of the coalfields of
this planet has often attracted attention, and at
times it has led to a scare. When the annual
output was well under 250 million tons people
were told that the rate of consumption was too
high, and that we should all shortly be believing
before empty fridges. We are now raising
about 1,500 million tons annually and there is
no serious anxiety about the continuance of the
supply. About three-fourths of this enormous
quantity has been the result of the development
of the last thirty years. In other words, three
times as much has been done in thirty years as
in the previous 300 years.In looking over the petroleum figures we do
not find any such tremendous addition to the
quantities produced in the earlier stages of the
world. The Russian output reached 2,293
million gallons, or, say, about eleven million
tons in the year 1901, and in 1907 the output
was 2,154 million gallons, or about 83 million
tons. In America the production stood still for
about six years, between 1895 and 1901, and
has since made considerable progress, rising from
2,427 million gallons in that year to 5,811 million
gallons in 1907, while at the present time it is
probably at a slightly higher rate. The total of
the two great producing countries is now
30,000,000 tons per annum. The other petroleum
producing countries are Germany, Austria,
Rumania, Japan, Canada, British India, Java,
and Sumatra, but, as will be seen, the output of
these countries is relatively quite insignificant.The total quantity of crude petroleum
produced by all these places taken to-
gether in 1903 was 570 million gallons, or, say,
about two million tons; and in 1907 it amounted
to 1,100 million gallons, or about 44 million tons.
Of this quantity Austria and Rumania
produced more than half. The Java and
Sumatra supply, of which a good deal has been
heard, increased in five years only thirteen
million gallons, and has been stated, the trade
recognises only three oils—namely, American,
Russian, and Rumanian, and this view is prac-
tically justified by the figures quoted. It will
be readily recognised that in such circumstances
a combination of Russian and American can
always control the business in mineral oils and
development takes place, of which at present
there is little or no expectation. The stability
prices therefore depends to some extent upon
the extent cordials between these two pro-
ducing countries.There is at the present moment a very develop-
ment of oil property in the Russian district
known as the Makhop region; and there are people
who believe that this district will in the course
of a few years rival that of Baku in pro-
ductiveness. It is, of course, far too early to
pronounce any definite opinion upon this point.
So far as can be judged at present, the indica-
tions are certainly very favourable, but the
possibilities of the supply is altogether a hidden
factor, and time must elapse before any decision
can be arrived at. It is not to be denied that
it is probable that deep-boring will be necessary,
and the results have yet to be determined.
There are, of course, certain deep borings in
other petroleum fields which pay, some wells
going down over 3,000 feet; but shareholders
must expect to wait a while for their returns
whenever any such operation is necessary.With regard to the sale or distribution of
petroleum products, the information from
official sources is not so full as might be wished.
At one time the British market was con-
sidered amongst the most important, but it is doubtful
whether this is now the case. Looking
back for the last seven years, we find the actual
quantity of burning oil imported into this
country from America, Russia, and Rumania
to have been as follows:—1903... 171,571,953 galls. 1908... 168,349,458 galls.
1904... 177,550,084 " 1909... 146,817,883 "
1905... 157,265,095 " 1910*... 23,237,147 "
1906... 151,241,479 " 1910†... 112,948,588 "
1907... 150,511,230 "

* 3 months, estimated at the above rate.

† 12 months, estimated at the above rate.

It may perhaps be safely reckoned that the
average yearly import is sold during the year,
and hence the figures may be taken as rep-
resenting British consumption, excluding, of
course, the consumption of Scotch oil. The
tonnage of estimated imports for 1910 is about
400,000 tons. It is less than the consumption
of the seed oils, which on an average are
worth from four to five times as much,
weight for weight. Comparing these figures
with the exports of burning oil from the
great producing countries, we find that in
the year 1907, when we imported 150 million
gallons of all kinds of illuminating oil, the
United States exported 754 million gallons, and
Russia exported 176 millions. But the total
production of crude oil in America was 5,811
million gallons, and if this were all refined it
would produce at least 1,200 millions of illu-
minating oil. Some of it, however, is used for
fuel without undergoing any refining process. A
large proportion of both American and Russian
illuminating oils goes to the East Indies,
China, the Eastern Archipelago, and the Aus-
tralian Colonies. Russian oil had a great vogue
in this direction some years ago, and particularly
in India; but this supply has been interfered
with lately, and the Standard Oil Company has
made more headway. The Russian export of
mineral burning oil was much greater ten years
ago than it now is, being 401 million gallons in
1901. Shareholders in the new Russian com-
panies have to remember that ground has been
lost in this great Eastern market, and it will
take time to wrest the trade from the people who
now hold it. On the whole, the Eastern market
is to be considered as the most important of all
markets for burning oil, as it is less likely to
be affected by competing illuminants, and the
population to be served is so enormous. In
this direction there are at least great possi-
bilities.With regard to the sale and distribution of
lubricating oils, there are no official figures, but
it is not easily followed. We know, as a matter
of fact, that this progress has been very great
during the last thirty years, but whether it is
likely to develop rapidly now has still to be
seen. The chief European States are the
principal foreign markets for this material,
while the Eastern market is comparatively insignificant.
An important source of revenue will, of course,
be found in petrol, with an expanding
market for its sale; until someone invents
a practicable electric storage battery. At
the present moment petrol is held arti-
ficially at a comparatively high price; the
dies being apparently that as it is largely
used by the wealthy, these people may just
as well be made to pay. It is possible,
however, that this state of things may not last
long, and it would be unwise to reckon upon
more than about 6d. per gallon as a permanent
price.The multiplication of oil companies during
the past few years is a remarkable feature of the
situation. The number registered during the
past ten years is seventy-four, and of these
many as forty-two have been registered within
fifteen months of the present time.
Clearly, then, the position is one demand-
ing considerable care and discrimination
on the part of intending investors. It does
not, however, of course, necessarily follow that
many of the new companies that have already
been floated and these about to be floated, may
not have their attractions for the speculative
investor. From all that has already been said
in these articles concerning the prospects of
the oil industry, it must be patent that the
point to which the investor should direct his
attention is not only the chances of the com-
pany as an oil-producer, but the extent to
which the company is capitalised. It will
easily be seen that given good management
and moderate capitalisation, a number of new
oil companies might easily give good returns
to shareholders, especially having regard to the
over-increasing demand for the product. On
the other hand, a company over-capitalised,
which, under the most favourable conditions,
would only be able to pay very small dividends
to shareholders, would conceivably earn no
profits at all if there should be some slight
reduction in the price of oil. As in the rubber
market, so in that for oil shares, discrimina-
tion should be the watchword of the investor, and
it will be either to the exercise or to the
abandonment of that quality that he will have
to attribute either gains or losses arising out
of the present activity in the shares of oil-
producing companies.—Evening Standard.

WAR AGAINST CONSUMPTION.

It is likely that the work of endeavouring to
stamp out consumption in the British Isles will
receive considerable impetus shortly by reason
of a generous gift by Mr. Waldorf Astor. This
council of the National Association for the
Prevention of Consumption and other forms of
Tuberculosis received on April 14th, a letter
from that gentleman, inviting its co-operation
in an important scheme for the extension of the
work of diffusing knowledge in reference to
tuberculosis and its prevention, in which the
association is at present engaged.Details of the scheme were before the com-
mittee, and it is understood that Mr. Astor has
intimated his intention of making a substantial
donation to the association to carry on the
scheme which he has proposed. The council
adopted the scheme in principle, and appointed a
committee to consider the matter.The National Association has been in existence
for some ten years. It was founded by a group
of medical men, and was publicly inaugurated by
a meeting at which the late King (then Prince of
Wales) presided at Marlborough House. Recent
activities have been largely confined to the ex-
tension, through the medium of exhibitions, to
bring home to the public means for the preven-
tion of the disease. The first of these was
held at Whitechapel, and was opened by Mr.
John Burns. Since then similar exhibitions
have been held in Chelsea, Paddington,
Marylebone, and other parts of London, as well
as at the Universities of Oxford and Cambridge,
and there is now one at St. Pancras. Popular
lectures on the subject are given, the lecturers
having included such authorities as Sir William
Broadbent and Dr. Theodore Williams.Mr. Astor's scheme is understood to be in
extension of the present work of the association,
and will, it is hoped, not only place Mr. Astor's
own gift at their immediate disposal, but will
result in the raising of further sums from the
charitable public in furtherance of the work.

LIVERPOOL UNIVERSITY.

MR. LEVER'S MUNIFICENT GIFT.

Mr. W. H. Lever, the new chairman of the
Liverpool School of Tropical Medicine, re-
cently entertained the members of the Coun-
cil of the Liverpool University and the pro-
fessors of a luncheon, and submitted particulars
of his gift to the University. He said that in
actions he brought against newspapers he re-
ceived damages of £91,000, and as he never in-
tended the money should go to himself he had
decided to assist the University. He had ar-
ranged with the owners of the old Blucourt
School for a lease for a number of years for
£24,000, and during that time the University
would have the option of purchasing the school.
He also desired that the School of House and
Town Planning, School of Tropical Medicine,
and the School of Russian Studies, should be
assisted, and accordingly he proposed to transfer
his £60,000 worth of shares in the Bromborough
Port Estate Company to the University. As
these shares were not now paying a dividend he
had arranged that for ten years he would
guarantee to pay 3 per cent., making £1,800 a
year for ten years, to be devoted to three so-
cieties. He proposed to call the Blucourt School, which
was to be used for a School of Town Planning,
Liberty Hall. Mr. Lever's gift represents an
aggregate of £162,000.

WRIGHT AND Greig's "PREMIER"

SCOTCH WHISKY—just the same as you

get at home in Scotland—Advt.

[1348]

As Trial Outfit
FreeThis
generous
trial outfit
will be sent to
any part of the
world on receipt
of coupon below,
duly filled in, and
3d. in stamps for
postage.

A GENEROUS OFFER

To Prove that Harlene Hair Drill grows hair.

A MILLION FREE OUTFITS TO BE DISTRIBUTED.

If you would like to make your hair grow in healthy and beautiful
condition, you can receive free for the mere asking the "Harlene Hair
Drill" outfit illustrated here.Let any woman conjure up the vision of how much younger and how
much more attractive she would be if her hair was as it was, say, five to
ten or fifteen years back.Let any man similarly summon before his mind's eye the picture of the
difference that his hair as it was five to fifteen years previous would make
to him to-day.And it is this great difference that it is possible to restore. No
woman—or man—has to-day what it might—what it can—be,
unless it has had the natural and physiological cultivating and beauti-
fying benefit of "Harlene Hair Drill."After practicing "Harlene Hair Drill" you will be surprised—ag-
reably surprised. Mind this we promise.
Your hair will stop falling out by the end of the week.
The scalp will feel "alive" instead of dead, hot, hard, scaly,
greasy, sticky, damp, or dry.Note—All the accessories required will be sent you without a
penny cost. It costs threepence to send you the package, and it is
suggested that you do Messrs. Edwards the courtesy of
sending threepence for postage or carriage mentioned on the
following coupon (of which you can send a copy if you
would rather not cut it from your paper).Further supplies of "Harlene" where-with to continue
the practice and benefit of "Harlene Hair Drill"
may be obtained of all chemists and stores through-
out the world at 1s., 2s., 3s., and 4s. 6d. per bottle,
or sent direct on receipt of postal order (which
must include postage).

COUPON FOR FREE "HARLENE"

To Messrs. EDWARDS' HARLENE CO.,

55 and 56, High Holborn, London, England.

I wish to try "Harlene Hair Drill" for one
week in accordance with your offer to readers of this
paper, and shall be glad if you will send me the
"Harlene Hair Drill" Outfit, with instructions free
of charge.I enclose 3d. stamps for postage to any part of the
world.

Name.....

Address.....

138

FREE BOOK TO THE DEAF.

If you are Deaf you need remain Deaf no longer, unless your trouble dates from birth or that
your Sense of Hearing is totally paralyzed. I will enable you to Hear as well as as distinctly
as anybody could wish. I am sure of this, because I cured myself in just the same way. I long
since noticed that it was possible for me to hear
people quite plainly when they were speaking over the
"phone," whereas in a room I was unable to hear
them. This fact caused me to study and experiment
in the matter in all its bearings, and finally the
result of my efforts was the invention of the Ear-Phone.
This I can best describe and briefly as a Wireless
Telephone. I found that with the Ear-
Phone I could hear perfectly. All roarings in the
head ceased. I no longer had to strain my ears, or
endeavour to repeat their remarks. My hearing was as
good as in the days of my youth. Moreover, it was
simple to wear, quite invisible, absolutely safe, and
caused no discomfort whatever. And so I have been
encouraged to make my invention known to a wider
circle. You cannot judge the value of the Ear-Phone
by what you have seen or experienced of any other
device. It concentrates the sound waves on the Ear-
drum, and to the "Hard of Hearing" it acts much as
a pair of spectacles act to the eyes of the shortsighted.Now if you are a sufferer from defective hearing I
of course. Naturally, I am very interested in all such cases, and if you would care to peruse a book
I have written upon Deafness and Ear-Trouble, and how such complaints are at once relieved by the
use of the Ear-Phone, I will send you along a copy by return. I think it will interest you, and there-
fore invite you to accept a presentation copy from me. I am earnestly desirous of doing anything in
my power to help any man, woman or child in this country, suffering from deafness, to recover, as I
did, this most precious gift of hearing.If you will write to Professor HOPKINSON, at Dept. 141, 31, St. Duke Street, Oxford Street, London, W., I will
send you at once, post free and gratis, a copy of my book "The Sense of Hearing: How it is Impaired
and how it may be Restored." All who have read my book say it is the most interesting and helpful book ever
written for the Deaf and "Hard of Hearing."need hardly say how very pleased I should be to have you write me on the subject, and give me particulars
of your case. Naturally, I am very interested in all such cases, and if you would care to peruse a book
I have written upon Deafness and Ear-Trouble, and how such complaints are at once relieved by the
use of the Ear-Phone, I will send you along a copy by return. I think it will interest you, and there-
fore invite you to accept a presentation copy from me. I am earnestly desirous of doing anything in
my power to help any man, woman or child in this country, suffering from deafness, to recover, as I
did, this most precious gift of hearing.If you will write to Professor HOPKINSON, at Dept. 141, 31, St. Duke Street, Oxford Street, London, W., I will
send you at once, post free and gratis, a copy of my book "The Sense of Hearing: How it is Impaired
and how it may be Restored." All who have read my book say it is the most interesting and helpful book ever
written for the Deaf and "Hard of Hearing."PREMIUM
BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

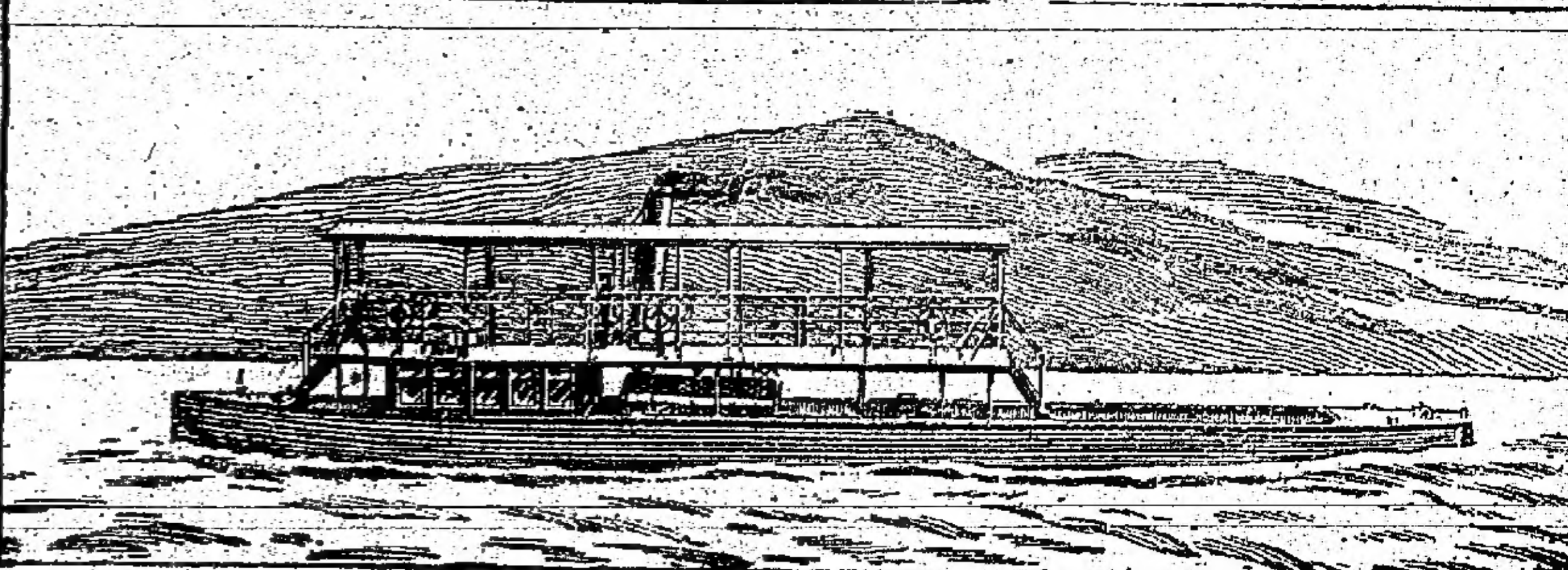
They are high-class and absolutely safe securities, payable to bearer, issued by
the various Governments and Municipalities of Europe; they are redeemable at
periodical drawings, either with Cash Premiums, varying from £40 to £40,000,
or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones,
payable by convenient Monthly Instalments ranging from 15s. to £250.

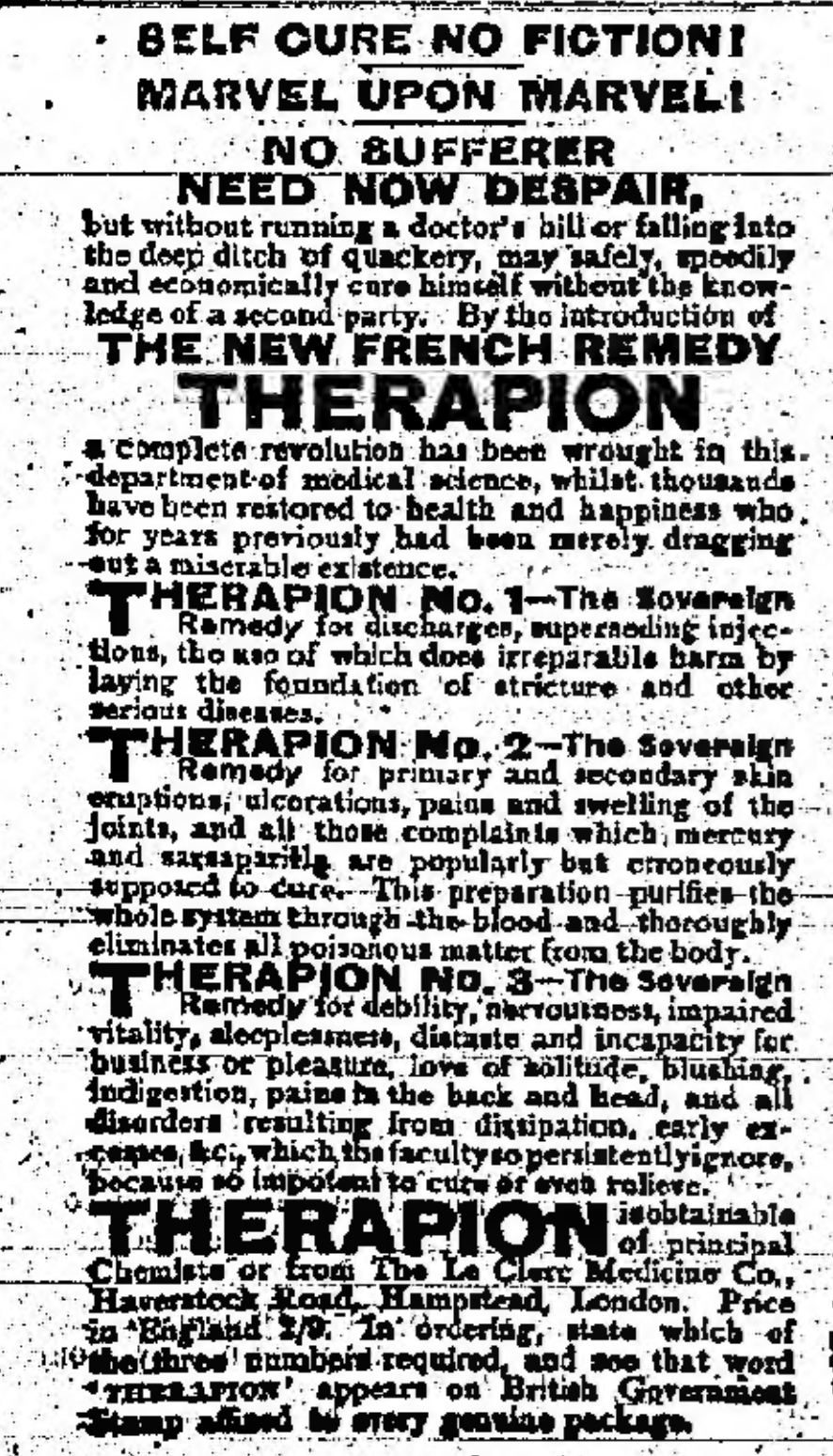
Write for Handbook, sent post free.

MELVILLE, Glyn & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]

YARROW'S SHALLOW-
DRAUGHT STEAMERS.YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL
or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a
considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or
in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

[illegible]

"The likelihood of these P.P.I. interests taking the Englishman as length," began good business talk. "They don't intend to land with any loss of their prominent Good Lord, I wonder how many people there are now on board who are standing in witness to lose the ship. First the Old Mangles her up on the rocks outside Aden, it wasn't he mad when His Britannic Majesty cruiser cruised on pulling the old tank off in deep water again?" Then somebody knocks overboard the sterning dunnage just at a critical moment, and a mighty set run down by the Dutch boat in Gibraltar Bay.

"You shackle might have jarred loose," said Clydebank judiciously. "She's very ill-found at present."

"I'll swear it didn't. I swam it for myself. There were fresh clean hammer marks on it where someone had knuckled out the pin. And then to clinch the lot here's the Second Engineer—who by the way may well have been the one who declared the shackle—caught round-handed taking the clunk off that old sen-ec. It's amazing."

"He may be at it again too," said Rakes, who made the suggestion. He was always the suspicious member of the trio.

"I don't think so. Jones swore off, he's no likely lo' tacking that job again. Besides if he drank the old tub now with this sun running—the shackle himself with the lot us, and that's a man's game. You can bet your sweet live-in they're one or other of them. Be up to some thing like this little racket. The old 'Buzard's sort of stuff. If I land, that's a snap then."

"If only I could see my way of standing it over the deal," said the little Bakes. "It's about time I made bit of haul over something. I'm coming to death of having coal."

"Don't try and be dishonest, especially when you've no chance of bringing it off." Fairfield stroked his lean, sinewy arms and yawned.

Clydebank brought down a shining, black shackle on the edge of the bunk. "No, I say, no," said the Second Engineer to Mrs. Davidson look. "This is a P.P.I. insurance, and I'm going to use that woman's ambitious schemes. I'll have to wait until watch and watch all through the rest of the trip. And you two must help."

"The underwriters ought to pay us a bit," said Rakes rebelliously.

"Underwriters be engaged." The gory old tank could sink and welcome for all I cared. I wasn't that I've got to get even with that woman."

I rather bar shooting at a petticoat," said Fairfield. He always had a soft corner for women.

"That was not a mash of yours," said the stout sailor.

"Oh, if you make a point of it," said Fairfield, of course we'll ship in."

The "Buzard" wallowed on northwards through the Bay with her tender boilers and her second cabin burning under each blow of the waves, and her worn-out old engines grinding like a coffee mill.

It took nearly thirty hours, and made nearly sixty miles of her distance to Unklesburg during the next twenty-four. The Second Engineer took to the whisky bottle; and it Chief spoke to him sharply about it. This captain drank even harder than he had been doing all the way home from Bombay, which saying a great deal. Clydebank and his two friends sloped loudly in the half-sawney fore-cabin, because the weather just then ran far too bad for decency.

"There was some work for all that. The Third Engineer's voice went to Geneva, and when he put back the pickle bottle into the bin which hung above the mess room table, he remarked:

"These people ashore who look out those P.P.I.'s were probably scoundrels, but it doesn't the least follow that they're fools. It's a variation crew sort of game, this P.P.I., and it isn't to be stopped by Parliament if Parliament ever thought about seizing engineers and sailors, which it doesn't. But anyway, I can't let it go, and I can't help thinking the old man's booked."

"I don't see how it matters to you," said the Second. "Your kid's insured, you told me so, and if the men who underwrite the steamer are got at, well, they aren't friends of ours."

"I'd sooner see Lydis landed than not, if it comes to that; serve them right for allowing these P.P.I. gamblers. It's a small trifle my own life I'm thinking about. I should hate to be hanged."

"Drowned be hanged, I'd've thought you're so only man on board? If the old tub goes down, you can bet it will be in smooth water." The Third Engineer stared, and then he got up. "Here," he said, "I don't know what you're thinking about."

"I'm thinking about Mrs. Davidson," said to others muzzily. "If she gets the £60,000 she's aiming at, I can marry her, and she'll buy a partnership in the works ashore with the money. Yes, you may take it I'm thinking of telling Davidson."

"Think of some other kind of heaven or a change. No, you don't have that whiskey ticket; you've more than enough on board already. You're due on watch now, and you'd better go below if you can get there without stumbling down the ladder."

"Cret. Well, of man, let's pray for smoo' water."

The Second Engineer went out to go on duty; and the Third came out to the same duty, and set themselves off to the same on table. That was a pretty straight story, he reasoned. "However, of course, it has to be used they won't sizzle her till they get into smooth water. It isn't my job to split. It does a man no good to be messed with the law-bags. But I suppose that post will marry Mrs. Davidson if he brings this off."

Thus exit the Third Engineer from the scene of interference. There remained then a controversy at sea between the S.S. "Buzard" and the bottom of the sea, and though up to now Lloyd's do not know it, and therefore have not recognised it, I hope they will like this, the only intimation, and send suitable acknowledgments. I suppose legitimately on ship and cargo, the "Buzard" was insured for a matter of between \$90,000 and £120,000. Under P.P.I. I have gathered that there are another 250,000 or \$80,000 clapped on board; and although the exact figures are hard to get, it is fair to say that the insurance friends shared various underwriters at that \$150,000 sterling, which they would have paid to pay upon a "total loss, if all had gone well—or shall I put it, if all had gone as intended."

Smooth water came when they passed Usant id got into the Channel, and with it came the Captain risked his certificate, and gave a course which—if followed—would have either cleared the ship out of the water, or crippled the shaky "Buzard" past her exit behind against its iron rocks; and after that he retired to the seclusion of the chart-house, with a whiskey companion. But the mate on watch, suspicious creature, knowing nothing about the P.P.I. interests, pleasantly shared the ship with one of his fellow officers, and together they decided to "save the Old Man's pocket." They altered the course to one that kept them in mid-Channel, and agreed that they questioned they would unanimously

That this was the course their revered skipper had given them.

They were that the Second Engineer relying on his Captain, and so did nothing. The Channel Islands were well before him, and clear that the "Bursard" could not blunder to one of them; it may be that he was working independently; I do not know. But anyway was not till the ancient steamer was off Dover and bucking into an ugly head sea, that he made any further attempt to impede her progress. But at that stage of the game Clydebank came him tampering with the thrust blocks.

Now, the thrust blocks were by the shaft tunnel month, which is at the engine room, and Clydebank (as a fireman) had a business there at all. Clydebank's particular Hades was the other side of the engine room forward bulkhead. Nothing but sheer naked suspicion could have brought him to that part of the ship.

But he got there in time to find two-thirds the holding-down bolts of the thrust block kicking about loose on the floor plates, and the heavy struts supporting their threads under the heavy bucking of the shaft in the sea way. It was marvellous that the ancient shaft, had not been carried away already. But the Second Engineer had Clydebank were armed with heavy spanners, and both hit at once; but the Second was bemused with whisky, and Clydebank could not hit straight, drunk or sober.

The fracture of the Second Engineer's wrist was a compound, and the pain made him faint. Clydebank put back enough nuts to hold the things generally into place, and then retired. And when the Second Engineer was found, it was gathered from his heavy account that he was trying to replace stripped nuts, and had saved a broken shaft at the expense of his peace of mind. As he admitted himself, it was a poor joke; but (the Third being silent) nobody came forward with a better, and Mr. Second emerged ashore with a broken wrist, and much regret for having practically saved his ship and yet under these circumstances, score he did.

I think it is Mrs. Davidson who has some sympathy. She embarked capital in a financial operation in the hope that the speculation would bring her much money and a husband.

All I can gather she got out of it were some bad words from an inebriated Scottish fireman who was egged on to speak by two perfectly sober companions, a tall thin Englishman, and a porky little Yankee.

Said the Scot in his final peroration:— "I'll thank ye, Mrs. Molly Davidson, to keep ye space clear for rent day, when I go to sea."

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellson's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents. 1457.

MARTIN'S
APIOL & STEEL
FOR LADIES' PILLS

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, without the first sign of any irregularity of the System a Lady does not fail to administer. These pills are free from all harmful effects, and are used throughout the World, and sold in every Dispensary, Chemist, and Apothecary.

MARTIN'S
APIOL & STEEL
FOR LADIES' PILLS

A GOOD SET OF TEETH
is of the greatest importance to everyone for the sake of health and appearance.

ROWLAND'S
ODONTO

Thoroughly Cleanses the Teeth from all Impurities, Removes the Decay, and Radically the Formation of Tartar, Prevents and Arrests "Droopy," and gives a Pleasant Fragrance to the Breath.

Contains: Nothing Gritty or Acid. 2/6 per box. Sold by Stores, Chemists, and ROWLANDS, 47, Hatton Garden, London.

The Unrivalled Killers!
Fatal to insect life—harmless to everything else. Sold in tins and bottles only, but be sure you get—

FLYING POWDER

Kills Flies, Bees, Flies, Bugs, Beetles, etc.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

THE OLD VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLOUCESTER AND HAS BEEN SOLD SINCE HIS DEATH.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA:
A. S. WATSON & CO. LTD.

ADVERTISEMENT

NOW ON SALE.

The illustration shows the front and back covers of the "Directory and Chronicle for China, Japan, Straits Settlements, Indo-China, Philippines &c." for the year 1910. The front cover features the title in large bold letters, the year "1910" prominently, and mentions it is published by the Hongkong Daily Press, London Office at 121 Fleet Street E.C. The back cover displays a detailed index or table of contents listing various regions like China, Japan, Korea, etc., and their respective page numbers.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

The **DIRECTORY** covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which European residents. Not only is the **Directory** as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a **DESCRIPTION**, carefully revised each year, most of which will serve as accurate **GUIDES FOR THE TRAVELLER**, giving every detail in connection with the places, their History, Topography, &c., &c.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo.—Complete with Fifteen Maps, and Plans, pp. 1882, £10.00. **Directory** only pp. 1,300, £6.00.

The **Directories** and **Descriptions** are of

CHINA		Canton
Peking	Szechow	Whampoa
Tientsin	Shantung	Kowloon
Nanking	Hankow	Lappa
Chefoo	Yokohama	Batavia
Amoy	Swatow	Nanning
Shanghai	Wuchang	Yunnanfu
	Chongking	Kweichow
	Hangchow	Hakow
	Keelung	Lungchow
	Macao	Mengtze
	Formosa	Hokow
		Siamso

JAPAN AND FORMOSA		
Tokyo	Ozaka	Keelung
Yokohama	Moji	Tainanfu
Kyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamori	

EASTERN SIBERIA	
Vladivostok	Nioojewsk

COREA	
Wonsan	Mokpo
Fusan	Chinnampo
Pingyang	Songchin
Masampo	

* HONGKONG AND ITS DEPENDENCIES

MAGAO

FRENCH INDO-CHINA:

Hanoi	Tourane
Haiphong	Saigon
Other Provinces	Cambodge

PHILIPPINES

Iloilo	Cebu
--------	------

BORNEO

Lahnan	British N. Borneo
--------	-------------------

BANGKOK

STRAITS SETTLEMENTS

Penang, Malacca, Prov. Wellesley

MALAY STATES

Sungei Ujong Selangor

Jelebu Perak

NETHERLANDS INDIA

Samarang Peking

Sourabaya Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British	Austrian
French	United States
Japanese	Italian
Siamese	

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially arranged for the purpose, and uniformity in every arrangement greatly facilitates reference.

A feature in the 1910 Edition are the CLASSIFIED LISTS OF TRADES and PROFESSIONS, at the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS contains the names of over 20,000 FOREIGNERS.

Carefully arranged, with the List as well as the Statistics in strictly Alphabetical Order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS

have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up to date. They consist this year of

COLORATED PLATS OF PLACES OF FOREIGN HOMES

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOREA AND HONGKONG

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF SHANGHAI

PLAN OF HONGKONG CONGRESSION, SHANGHAI

Showing the EXTENSIVE SETTLEMENT LAISSEZ-FAIRE OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SINGAPORE

PLAN OF BATAVIA

The **CHRONICLE** covers the notable events of the last half century in the Far East together with the Treaty of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations Chambers of Commerce, Codes of Laws, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including—

TREATIES WITH CHINA

Great Britain.—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Nails, 1859; Convention, 1860; Rules for Joint Investigation of Customs Settlements, 1869; Chafoo, 1870, with Additional Article; Opium Convention, 1863; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France.—Tientsin, 1858; Convention, 1860; Tientsin, 1895; Conventions, 1888, 1887, and 1895; Frontier Trade Regulations.

United States.—Tientsin, 1858; Additional 1848; Peking, 1890; Immigration, 1894; Commercial, 1903.

Germany.—Tientsin, 1861; Peking, 1890; Kiaochow Convention, 1908; Railway and Mining Concession, 1898.

Japan.—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1898; New Port 1894; Supplementary Commercial, 1906.

Russia.—St. Petersburg, 1881; Russian Land Treaty, 1881.

Portugal.—Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Duties Convention Russia, Agreements as to Corea; United States, Extradition Treaty, 1885; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1878; Japan, 1901 and 1905; United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1869, 1899 and 1909; France, 189 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LOCAL DOCS MEMORANDA

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passengers Act; Hongkong, Malacca Trade Marks, and Letters Patent Acts; Port Regulations for China; Harbour Regulations for Japan.

The **CHRONICLE** and **DIRECTORY**, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1.5s. at which it was originally published.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through the principal Booksellers in Asia and through—

LONDON.....*Hongkong Daily Press's* Office
131, Fleet Street, E.C.
LONDON.....Messrs. A. L. Glemann & Co. Ltd.
LONDON.....Messrs. G. Street & Co. Ltd.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SENTE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at Noon
LONDON & ANTWERP via SINGAPORE, &c.	NORSE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	About 18th inst.
LONDON, ROTTERDAM & ANTWERP.	MONMOUTHSHIRE	Brit. str.	—	G. E. Werner	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEIRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About beginning of June
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	About middle of June.
HAYRE & HAMBURG via STRAITTS, &c.	SENKAMBA	Ger. str.	k. w.	Rokhorst	HAMBURG-AMERICA LINE	On 10th June.
HAYRE & HAMBURG via STRAITTS, &c.	SURVA	Ger. str.	k. w.	Riquier	HAMBURG-AMERICA LINE	On 23rd June.
MARSEILLES, &c., via PORTS OF CALL.	HIRANO MARU	Jap. str.	—	H. Fraser	MESSAGERIES MARITIMES	On 24th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PEKING	Jap. str.	—	Selmer	MESSAGERIES MARITIMES	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SINELA	Jap. str.	k. w.	A. Christensen	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	F. L. Sommer	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	H. Formes	NIPPON YUSEN KAISHA	On 8th June, at D'light
NAPLES, GENOA, ALGIERES, HEBRAIT, &c.	BUELOW	Ger. str.	—	G. Bergglaun	MELCHERS & Co.	On 22nd June, at D'light
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Ger. str.	—	Meyer	SANDER, WIELER & Co.	On 18th inst., at Noon.
NEW YORK & BOSTON	ANAGONIA	Ger. str.	k. w.	F. W. Davies	HAMBURG-AMERICA LINE	On 27th inst.
NEW YORK & BOSTON	SURVA	Ger. str.	—	F. W. Davies	HAMBURG-AMERICA LINE	About 31st inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	OCEANO	Brit. str.	2 m.	K. Sato	CANADIAN PACIFIC R. Co.	On 11th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Ishikawa	CANADIAN PACIFIC R. Co.	To-day, at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	TAMBA MARU	Jap. str.	—	I. Goto	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	F. Iscoe	NIPPON YUSEN KAISHA	On 21st June, at Noon.
TACOMA via KEELUNG & JAPAN	HONGKONG MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	PRINZ WALDEMAR	Ger. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 25th June, at Noon.
AUSTRALIAN PORTS via MANILA	CHANGHAI	Brit. str.	1 m.	T. Sakine	NIPPON YUSEN KAISHA	On 21st inst., at D'light
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	D. Leuz	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 10th June, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	J. P. van Emmerick	NIPPON YUSEN KAISHA	On 8th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU	Jap. str.	—	V. McClymont-Liddell	MELCHERS & Co.	About 30th inst.
YOKOHAMA AND KOBE	TIENSHIN	Brit. str.	—	F. Mooney	MESSAGERIES MARITIMES	On 30th inst., at Noon.
KOBE & YOKOHAMA	CHONGSHING	Brit. str.	—	M. Courtney	MESSAGERIES MARITIMES	Quick despatch.
JAPAN	CHONGSHING	Brit. str.	—	C. Lindbergh	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
TIENSHIN via SWATOW, WEIHAIWAI & CHEFOO	CHONGSHING	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	Selmer	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	E. Malchow	MELCHERS & Co.	About 18th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	B. Cobl	OKAKA SHOSHEN KAISHA	On 19th inst., at 8 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	T. Saraga	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Harris	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Nomura	MESSAGERIES MARITIMES	On 23rd inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	Owen Jones, R.N.R.	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	H. Kopp	HAMBURG-AMERICA LINE	On 26th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Scott	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Yamamoto	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Katsuraki	OKAKA SHOSHEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	Evans	OKAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	H. A. Haras	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 16th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	Hodgins	DOUGLAS LAFRAIK & Co.	On 17th inst., at 10 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Fraser	DOUGLAS LAFRAIK & Co.	On 20th inst., at 10 a.m.
SHANGHAI	CHONGSHING	Brit. str.	—	Pennethor	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	E. H. Rolfe	BUTTERFIELD & SWIRE	On 17th inst., at 3 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	B. Roeder	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	A. W. Outbridge	SHENWAN, TOMES & Co.	On 21st inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—	Mathias	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	F. Semhill	MELCHERS & Co.	About end of May.
SHANGHAI	CHONGSHING	Brit. str.	—	Dini	CARLOWITZ & Co.	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	M. Nielsen	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	G. F. Hudson	DAVID SASSOON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	J. Robinson	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Pander	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI	CHONGSHING	Brit. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.

SHIPPING.

ARRIVALS.

Amico, German str., 322, H. Frandsen, 15th May—Tours and Hothow 12th May, Coast—Japan & Co.
 Chipping, British str., 1,199, F. Mooney, 12th May—Tientsin and Port 5th May, General—Jardine, Matheson & Co.
 Hainan, British str., 536, J. W. Evans, 15th May—Swatow 12th May, General—Douglas, Lapraik & Co.
 Kutsano, British str., 4,395, K. C. D. Bradley, 15th May—Calcutta via Port 27th April, General—Jardine, Matheson & Co.
 Persburg, British str., 4,229, E. Warrall, 15th May—Liverpool and Singapore 7th May, General—Butterfield & Swire.
 Siberia, American str., 5,655, A. Zeeler, 15th May—San Francisco 12th April, General—P. & O. S. N. Co.
 Socotra, British str., 3,896, Andrews, 15th May—Singapore 8th May, General—P. & O. S. N. Co.
 Taming, British str., 1,350, G. H. Pennefather, 15th May—Manila 14th May, Sugar and General—Butterfield & Swire.
 Wing Sang, British str., 1,527, P. Wartin, 15th May—Chinking 7th May, Ground Nuts—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Borja, British str., for Yokohama.
 Covi, Italian str., for Singapore.
 Dohi, British str., for Europe, &c.
 Kofing, British str., for Cebu.
 Mocher, German str., for Hothow.
 Nippon Maru, Japanese str., for Shanghai.
 Persburg, British str., for Shanghai.
 Rabi, British str., for Manila.
 Saizen, German str., for Swatow.
 Socotra, British str., for Shanghai.
 Wingsang, British str., for Canton.

DEPARTURES.

15th May.
 Andalusia, German str., for Straits.
 Canton, Swedish str., for Takao.
 Fume, British str., for Poonpang.
 Glenallan, British str., for Amoy.
 Hatching, British str., for Swatow.
 Helene, German str., for Tournai.
 Hopsang, British str., for Bangkok.
 Kiang Ping, Chinese str., for Chinking.
 Loongsang, British str., for Manila.
 Marie, German str., for Canton.
 Nikko Maru, Japanese str., for Australia.
 Signal, German str., for Swatow.
 Taiwan, British str., for Saigon.
 Tingsang, British str., for Hongkong.
 Yemio Maru, Japanese str., for Takao.

SHIPPING REPORTS.

The British str. Hainan reports: Light S.W. breeze and fine.
 The British str. Kutsang reports: Fine weather and smooth sea.
 The British str. Wingsang reports: Variable winds and sea, overcast and fog.
 The British str. Taming reports: Light air, smooth sea, fine clear weather throughout.
 The British str. Socotra reports: Light to moderate southerly winds, fine and clear weather with strong current setting to N.E. from 11 p.m.
 The British str. Chipping reports: Tientsin to Ocksen, light variable winds with rain and fog; Ocksen to Hongkong, moderate to light S.W. wind and fine.

VESSELS IN DOCK.

May 13th.
 Kowloon Dock—Union, Peiho, St. Enoch, S.M.S. Cornelia, Shin On, Likiu, Rigel, H.M.S. Robin, Carl Diederichsen, H.M.S. Virago, O. Appear, Patria, O. Lee.
 COSMOPOLITAN DOCK—Sui An.

PASSENGERS.

ARRIVED.
 Per Hainan, from Swatow, Mr. B. Harkness.
 Per Persburg, from Liverpool, Mr. G. C. Mavor.
 Per Chipping, from Tientsin & Port, Capt. D. De La Ray and Mr. H. E. Redmond.
 Per Kutsang, from Calcutta &c., Miss Chaplin, Messrs V. Jackson, W. Jackson, Bren, Oertel and Kew.
 Per Taming, from Manila, Messrs Jager, E. Watling, Rosenberg, Jackson, Gran, Stricker, Gorrett, Madames Frisk, McGovern, Gorrett and 2 children.
 Per Siberia, from Hongkong, from Honolulu, Mrs. S. Gerts, Mr. G. B. Boston, Mr. A. C. Gahencho, Mr. and Mrs. A. L. Stetson, from Yokohama, Mr. W. Powers and Mrs. W. P. Powers, from Kobe, Mrs. J. J. Armstrong, Miss M. Armstrong, Mr. and Mrs. E. L. Burkhardt, Mr. Chas. F. Cox, Miss K. Callahan, Mrs. J. McKenzie, Mr. and Mrs. C. Young, Mr. B. B. Young, Dr. and Mrs. G. W. Hale, Mr. and Mrs. Godfrey and Master D. F. Godfrey, from Nagasaki, Miss E. Chapman, Mr. L. Lawenthal, Mr. and Mrs. H. C. Ordway, Miss E. J. and H. E. Ordway, Miss A. G. Bradley, Mr. E. Clark, Mrs. T. Freeborn, Mr. D. W. Grant, Mr. and Mrs. J. W. Grant, Miss J. Grant, Mr. J. M. Leavitt, Prof. N. P. Heffley, Misses N. E. Heffley, M. McGinnies, and S. E. Taylor, from Manila, Mr. and Mrs. J. A. Eleazan, Mr. John L. Barrett, Mr. and Mrs. E. R. Roberts, Mrs. M. X. Weinberger and infant, Miss Mary Watkins, Mr. and Mrs. A. Black, Mr. J. P. Kearney, Capt. and Mrs. N. Gapon and child, Mr. Joe Balanagallo, Mr. J. W. Bell, Mr. S. Shojoko, Dr. and Mrs. B. B. Rosier, Mr. T. Eldridge, Mr. L. Everett, Capt. John H. Brown, Mr. and Mrs. H. K. Webster, Capt. and Mrs. F. W. Smith and infant, Mr. M. Roguery Roguery, Mr. and Mrs. B. de Hazaas and 2 children, Mr. Mitchell Hazenas, Mr. and Mrs. Halo, Messrs M. J. Riley, E. S. Honigsburg, G. F. Richmond and H. P. Whitman, Mrs. A. J. McLaughlin, Mr. Carl L. Leitz, Mr. G. W. Tewksbury and J. Thomas and Miss Thomas.
 DEPARTED.
 Per Nikko Maru, for Australia, Mr. and Mrs. A. R. Roxas, Mrs. C. de Roxas, Miss S. A. C. Roxas, Miss E. Roxas, Miss M. Z. Y. Roxas, Master A. Z. Y. Roxas, Master J. Y. Z. Roxas, Master A. Z. Y. Roxas, Master J. Y. Z. Roxas, Mrs. G. Yuradillo, Mr. M. Chubio, Mrs. J. Abila, Mr. J. H. Brown, Mr. and Mrs. Strong, Mrs. Shand, Misses Shand (2), Mr. and Mrs. Kelly, Mrs. D. M. Clarke, 2 children and governess, Madam de Teus Cornellana, Master V. Teus Cornellana, Miss D. Teus Cornellana, Mr. M. Trissany, Mr. Higham, Miss B. Green, Mrs. Beale, Mr. and Mrs. Hughes, Mr. and Mrs. F. Harris, Mr. J. M. Staab, Mr. and Mrs. J. W. Hirst, Mr. and Mrs. C. A. Little, Mrs. A. Fazio, Mr. Mariano Briss, Mr. J. J. Klipp, Mr. M. L. Lays, Mr. and Mrs. H. Schandana, Mr. Robert Jodo, Mr. M. Briss, Mr. H. W. Hulsebon, Mr. Miyazaki, Mr. T. J. Blake and Mr. T. Thomas.

THE BANK LINE. LIMITED.

Taking Cargo on/through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Davies	On 5th July.
AYMERIC	4,363	J. Boyd	On 26th July.
SUVERIC	6,232	F. S. Cowley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 5th May, 1910.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, & TWPERS & HAMBURG	"BUELOW" Capt. H. FORMES	Wed. day, 10th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALGOW	About 18th May.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISCKE	Saturday, 21st May, at D'light.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About 30th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMHILL	About end of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 7th May, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAYING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
"EMPRESS OF JAPAN" TUESDAY, 24th May	"EMPRESS OF BRITAIN" FRI., 1st July
"EMPRESS OF CHINA" SAT., 26th May	"ALLAN LINE" FRIDAY, 2nd July
"EMPRESS OF INDIA" SAT., 16th July	"EMPRESS OF IRELAND" FRI., 12th Aug.
"EMPRESS OF JAPAN" TUESDAY, 16th Aug.	

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Riquier	On 23rd May, P.M.
MARSEILLES via PORTS	"AUSTRALIN" Capt. Riquier	On 24th May, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEIC" Capt. Guionnet	On 6th June, P.M.
MARSEILLES via PORTS	"TOURANE" Capt. Lanoell	On 7th June, 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,

Queen's Building.

Hongkong, 11th May, 1910.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 14th May, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOONLAN," 9,621 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the for London (under arrangement) will be transhipped at Colombo into the mail steamers proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 26th June, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 2nd May, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 17th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 12th May, 1910. [621]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE," Capt. G. E. Warner, will be despatched on or about the 25th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th May, 1910. [599]



PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 14th May	See Special
OF CALL	Capt. G. W. Gordon, R.N.R.	May	Advertisement
LONDON and ANTWERP	NORE	About 18th May	Freight and
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	Capt. G. Phillips	May	Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA	About 19th May	Freight and
	Capt. C. D. Goldsmith, R.N.R.	May	Passage
SHANGHAI	ASSAYE	About 26th May	Freight and
	Capt. Owen Jones	May	Passage

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 13th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"KAIPO"	On 14th May, Noon
SHANGHAI	"LINAN"	On 15th May, 11 A.M.
SHANGHAI, SINGAPORE, PENANG, COLOMBO, PORT SAID, SYDNEY & MELBOURNE	"SHANTUNG"	On 16th May, 4 P.M.
SWATOW, AMOY, CEBU & ILOILO	"SUNGKIANG"	On 16th May, 4 P.M.
MANILA	"TAMING"	On 17th May, 3 P.M.
SINGAPORE and SHANGHAI	"KWANGSE"	On 17th May, 4 P.M.
SHANGHAI	"ANHUI"	On 19th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd May, 11 A.M.
MANILA	"TEAN"	On 24th May, 3 P.M.
SHANGHAI	"CHENAN"	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE: \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th May, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAINUN"	SWATOW	SUNDAY, 15th May, at 10 A.M.
"HAITAN"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 17th May, at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 20th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th May, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEI-CHOW, CHEONGSHING	"SUNDAY"	15th May, 11 A.M.
SHANGHAI	"CHOYBANG"	Tuesday, 17th May, Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
TIENTSIN	"CHIPSING"	Tuesday, 17th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"AMARA"	Wednesday, 18th May, Noon.
MANILA	"NAMSANG"	Thursday, 19th May, Noon.
MANILA	"YUENSANG"	Friday, 20th May, 4 P.M.
MANILA	"LOONGSANG"	Friday, 27th May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chiao, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 14th May, 1910.

GENERAL MANAGER

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 4th May, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUTO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Eraser	9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 8th June, at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 22nd June, at Daylight

VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 21st May, noon KOBE.
-------------------------	---------------------------------	-------	--------------------------------

VICTORIA B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and SHIMIZU	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 24th May, at Noon.
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 21st June, at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 8th July, at Noon.

BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen	7,000	TUESDAY, 17th May.
----------------------------------	---------------------------------	-------	--------------------

SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 24th May.
-------------------------	------------------------------	-------	--------------------

KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	MONDAY, 30th May, A.M.
-------------------	----------------------------	-------	------------------------

NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 8th June, at Noon.
-----------------------------	--------------------------------	-------	-----------------------------

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 6th May, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 14th May, Noon
ZAFIRO	2540	E. Hodger	Manila	On 21st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd May, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.		FOR MARSEILLES, HAVRE & HAMBURG:	
FOR SHANGHAI, KOBE & YOKOHAMA:		S.S. SILEZIA	... 30th May.
S.S. SUEVIA	... 18th May.	FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. WESTPHALIA	... 2nd June.	S.S. BELGIA	... About beg. of June
S.S. ARABIA	... 15th June.	FOR HAVRE & HAMBURG:	
S.S. SCANDIA	... 30th June.	S.S. SENGAMBIA	... 10th June.
S.S. SEGOVIA	... 17th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. SAXONIA	... 28th July.	S.S. SILVIA	... About mid. of June
S.S. SLAVONIA	... 10th Aug.	FOR HAVRE & HAMBURG:	
		S.S. SUEVIA	... 23rd June.
		FOR NEW YORK AND BOSTON:	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th May, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKO.	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 18th May, at Noon
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 18th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 15th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 19th May, at 8 A.M.
ANPING VIA SWATOW & AMOY	"BOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 25th May, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BOSHUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SIBERIAN RAILWAY.

TICKETS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG.

Japan Office,
32, WATER STREET
YOKOHAMA.

759.

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VUEX ROAD.

1537

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Balatino United Companies.)

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, MESSINA,

NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN,

ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"CAPRI"

Captain Dini, will be despatched as above

TO-DAY, the 14th inst. at NOON.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 12th May, 1910.

[4]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA

AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain B. Corbel, will leave for the above

place on THURSDAY, the 19th inst. A.M.

This steamer has splendid accommodation for

passengers. Electric light, electric fan in all

cabins, and carries a doctor and a stewardess.

For Freight or Passage, apply to

SANDBE, WIELER & Co.,

Agents.

Princo Building.

Hongkong, 11th May, 1910.

STEAMERS PASSED THE CANAL.

April 15th—Kamo Maru, Laertes, Sonora, Tourane, Welsh Prince. 19th—Glenloch, Suevia. 22nd—Perseus, Priam, Shimosa, Simla, Sunda. 25th—Benedict, Beniamin, P. E. Friedrich. 29th—Brigavia, Memnon, Telemachus, Kara. May 3rd—Aki Maru, Benavara, Glancia, Indrach, Pembroke, Persia, Sambia. 5th—Mulla, Manila, Nippon, Ping Sway, Polygon, Westphalia, Yangtze. 10th—Benedict, Finthorpe, Ghazal, Glenarvie, Sikk, York, Indravelli.

ARRIVALS AT HOME.

May 7th—Sunda. 10th—St. Patrick, Saxonia.

HONGKONG T

